THE GREAT STRIKE-AND ITS ENDING.





## THE PRIME MINISTER.

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EMERGENCY NUMBER.

SECOND EDITION.

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27 inches wide, 12/6 per yard. 36 ,, ,, 17/9 ,, ,,

HARVEY NICHOLS & CO., LTD., Knightsbridge, London, S.W. 1

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### SATURDAY, MAY 15, 1926.

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A PEACEFUL USE OF THE MILITARY: ARMOURED CARS AND TROOPS ENSURING FREE PASSAGE TO HYDE PARK— A FOOD CONVOY LEAVING THE DOCKS FOR LONDON'S CENTRAL DEPÔT,

Fortunately, there was comparatively little interference with essential foods during the General Strike. In some districts of London and elsewhere, however, there were occasional hooligan "incidents," and it was deemed politic to convoy

certain supplies. Hence such convoys as that illustrated, which was one of a number seen in London on Sunday, May 9. The lorries—and especially those carrying flour—were guarded by "tin-hatted" soldiers and by armoured cars.

## IMPRESSIONS OF LIFE IN LONDON DURING THE GENERAL STRIKE.

T was noted by the American Ambassador, a few weeks before the strike now happily over, that the Briton has a tendency to "grouse." That may be true in ordinary times, but in adversity that same Briton is apt to display an astonishing cheerfulness; he is a Mark Tapley in the dark days, and his spirits rise as the barometer falls.

This peculiarly British characteristic was very evident during the General Strike, which began, at the bidding of the Trades Unionists, on Tuesday, May 4. After the King declared "a State of Emergency" the nation rose splendidly to the occasion, and faced the situation with calmness, courage, and, above all, good humour. The general watchword

was that familiar war-time phrase—"Carry on," and, after the first feeling of strangeness had passed off, the country proceeded to carry on with remarkable success.

Perhaps the greatest shock to our equanimity-even more than the restriction of travelling facilities—was the sudden cessation of newspapers and the consequent absence of news. We all realised how great a part the Press plays in our daily life and thought, and not even the new "miracle" of broadcasting could entirely fill the blank. But this blow at the long-cherished freedom of the Press had only a temporary effect. The issue of the new Government organ, "The British Gazette," was accompanied by a rapid recovery on the part of the big dailies, which reappeared in reduced form, and the total circulation soon began to run into millions.

In London the principal outward effect of the strike was the changed appearance of the streets. For the first day or two, omnibuses practically disappeared, and there was a vast swarm of motor-cars of every sort and size. By degrees omnibuses became more frequent, but later the taxicabs joined the strike, and people came to rely more and more on motor-lorries and vans, and on the unstinted generosity of private car owners, for getting a lift to and from their work. Many, however, were still able to travel by train, for both on the Tubes and the Underground a considerable service was kept going, largely by volunteer labour. Young men in tweeds or sports coats, and wearing school or college ties, were to be seen driving trains or acting as guards or porters, and very well they did it.

Apart from such novelties in the streets and on the railways, there was little to indicate, in London, that any very extraordinary state of affairs existed. Some foreign visitors, who went forth armed with cameras in search of dramatic incidents, were reported to have asked where the strike was to be found, and to have returned in disappointment, having failed to locate Everybody, they said, seemed to be

going about as usual, and paying not the slightest attention to the grave crisis through the country was said to be passing. No doubt they manage these things differently abroad, and our British imperturbability is hard for the foreigner to understand.

The strike did not interfere much with the amusements of the people, such as cricket and lawntennis. The Australians, after it began, played Essex at Leyton and Surrey at the Oval, and Mr. Woodfull and Mr. McCartney made their centuries as though nothing untoward were afoot. It would be a great error to suppose, however, that the crisis was not taken seriously, in spite of the general cheeriness prevailing. There were not wanting, cheeriness prevailing. There were not wanting, from the first, signs of disturbance, even in certain parts of London, but the admirable organisation of the Government, and the excellent work of the Police—regular and "special"—prevented any

serious riot.

Military force was very wisely kept in the back-

ground, but a time came when it was necessary at least to display it. "On Friday" (May 7), says the "British Gazette," "in a desperate effort to increase the pressure, the leaders of the railway and transport trade unions issued orders that everything was to be done to break down the supply of food, and attempted intimidation by pickets was increased. Large stocks of flour were lying at the London Docks, and could not be moved owing to the obstruction of the strikers. On Saturday (May 8) great train of lorries, escorted by a battalion of Grenadier Guards, with armoured cars, marched from Hyde Park to the docks, where the flour was loaded and taken away, the watching crowds offering no opposition." This great procession of 100 motor-lorries, guarded by troops and twenty armoured cars, was very impressive. The operation

A TRUE INCIDENT.

THE PICKET (to the "Special"): "D'ye mean to say you were a Rear-Admiral before you took on this job? Blimy! Wot a come down!" DRAWN BY BERT THOMAS.

was repeated later with an escort of the Welsh Guards.

Hyde Park, which was closed to the public at the beginning of the strike, was the most changed of any London district. It became the metropolitan milk centre, and developed into a self-contained city whence milk was collected from all parts of the country and distributed by a fleet of motor-lorries. Every railway company had its own offices there, equipped with gas, electric light, heating, and tele-phones. In the middle of the Park were placed Y.M.C.A. canteens, rest houses, libraries, and recreation rooms. Hundreds of volunteers came forward to drive the lorries, which were marked, "Food Stuff-Urgent." One of the most surprising facts of the situation was the discovery that more than half of the volunteer drivers were union men.

The response to the call for volunteers for every kind of duty during the strike—by women as well as men—was overwhelming. Many, indeed, who

could not at once be given a job, had to be comforted with a line of Milton-

They also serve who only stand and wait.

In London and the Home Counties over 114,000 volunteers had enrolled by May 10; in the Midland Division, 18,300; in the North Midland Division, 20,000; and the total, in all Divisions, eventually exceeded 300,000. The Home Secretary (Sir William Joynson-Hicks) stated that men were answering splendidly to his call for special constables. "Everything," he said, "is going wonderfully well. I was naturally a little anxious in the first day or two, and wondered how the Government organisation would function, but you who receive your milk and bread and every other necessity of life with punctuality little realise what it has meant to the

and officials who have made all go so smoothly. Every day the engine is going better, and I, for one, have no doubt whatever as to the victory of common-

At a time like that through which we have just passed, it is often the minor incidents that are the most significant and the most encouraging. We felt that the heart of England must be sound when, for instance, we read a small paragraph stating that "Mr. C. E. Pitman, the Oxford stroke, is driving a train on the G.W.R. from Bristol to Gloucester," and another which said: "The Headmaster of Eton (Dr. Alington) and about fifty of his assistant masters, have enrolled as special constables"; or this: "Lord Chesham is driving a The Hon. Lionel Tennyson is a train. 'special.' Mr. Roger Wethered, the golfer, was yesterday working on a food convoy from the docks"; and, again, of the volunteer labourers loading sacks of flour at the docks: "Most of them were young men - undergraduates, medical students, and clerks. Many of them wore the sweaters and scarves of some well-known school or club." But perhaps the most encouraging fact of all was that at Plymouth, on May 8, the police played a football match the strikers, and the wife of the Chief Constable kicked off.

There cannot be much wrong with a country where the love of sport and the sense of comradeship could thus make itself felt at such a time. Civil strife among a people so constituted would seem to be almost unthinkable. They would hardly appear to be in danger of falling into that state of mind from which Kipling, in his wellknown lines, has prayed that the nation may be delivered-

> From panic, pride, and terror, Revenge that knows no rein, Light haste and lawless error, Protect us vet again.

Finally, public confidence was strengthened throughout the crisis by the knowledge that the ship of State

was being steered through the storm by a Prime Minister who could say: "I am a man of peace. I am longing and working and praying for peace, but I will not surrender the safety and the security of the British Constitution. You placed me in power eighteen months ago by the largest majority accorded to any party for many, many years. Have I done anything to forfeit that confidence? Cannot you trust me to ensure a square deal to secure even justice between man and man?" Mr. Baldwin's appeal had an unmistakable answer, shown in the universal resolve of the British people to "carry on," and it was that national resolve which brought the strike to an end.

Owing to the strike, Mr. G. K. Chesterton's article "Our Note-Book" in this issue did not arrive in time, and we have here substituted for it an article on the strike. Mr. Chesterton will, of course, continue to contribute regularly to future issues.

## BY LORRY, CAR, AND STEAM-WAGON: LONDON TAKES TO THE ROAD.

PHOTOGRAPHS BY C.N., L.N.A., PHOTOPRESS, G.P.U., AND TOPICAL.



ROW LONDONERS WENT HOME AFTER THEIR DAY'S WORK DURING THE STRIKE: A CHEERFUL LORRY-LOAD OF PASSENGERS ABOUT TO START FROM KINGSWAY,



THE PRIVATE MOTORIST "DOES HIS BIT" TO HELP PEOPLE TO REACH THEIR WORK: AN OWNER-DRIVER AT SOUTHFIELDS TAKING GIRLS ABOARD.



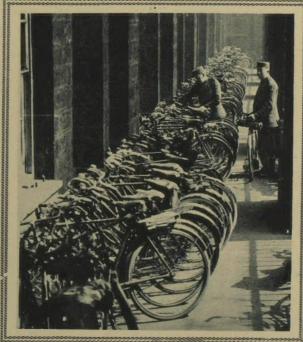
AN INGENIOUS DEVICE FOR GETTING A LIFT: A GIRL-CLERK IN SOUTH LONDON OBTAINS A MOTOR-CYCLIST CAVALIER.



OFF TO SOUTHAMPTON BY MOTOR-COACH INSTEAD OF BOAT-TRAIN: TRANSATLANTIC PASSENGERS OUTSIDE THE WHITE STAR OFFICES IN LONDON ABOUT TO START BY ROAD TO JOIN THE "MAJESTIC."



WITH A POLICEMAN "ON THE BOX," AND BARBED WIRE PROTECTING THE BONNET:
A VOLUNTEER-DRIVEN BUS.



THE "PUSH-BIKE" COMES INTO ITS OWN AGAIN: A LONG LINE OF BICYCLES "PARKED" IN A CORRIDOR AT SOMERSET HOUSE.



BY STEAM-WAGON AND TRAILER TO THE CITY: A NOVELTY IN ROAD TRAVEL OUTSIDE THE ROYAL EXCHANGE (SEEN IN THE BACKGROUND).

During the strike the streets of London presented a remarkable appearance, for people were travelling to and from their work in all sorts and conditions of vehicles. The large motor-lorry was much in evidence, as well as commercial

Private car owners were indefatigable, not only in conveying members of their own staffs if they were themselves employers, but also in giving a lift to any pedestrian who needed it. Many carried placards or notices offering such assistance, motor-vans, and even steam-wagons with trailers in tow, all packed with passengers. | and some pedestrians adopted similar means of communication.

### MILITARY FORCE DISPLAYED BUT NOT USED: INCIDENTS

PHOTOGRAPHS BY C.N.,



ONE OF THE FEW "UGLY INCIDENTS" OF THE GENERAL STRIKE IN LONDON:

A MOTOR-VAN OVERTURNED BY STRIKE SYMPATHISERS IN BLACKFRIARS ROAD.



SOME DISTURBANCE IN THE NEW KENT ROAD, IN SOUTH LONDON: A POLICE CAR ARRIVING AND CONSTABLES WITH BATONS DISPERSING THE CROWD,



A TANK, WITH ITS CREW IN STEEL HELMETS, LEAVING WELLINGTON BARRACKS FOR AN UNKNOWN DESTINATION: ONE OF THE INFREQUENT DEMONSTRATIONS OF MILITARY FORCE IN LONDON DURING THE GENERAL STRIKE.



PRECAUTIONARY BARRICADES AT SMITHFIELD MARKET: A LORRY PASSING THROUGH ONE OF THE LARGE WOODEN GATES ERECTED AT EACH OF THE APPROACHES.



RETURNING FROM FOOD CONVOY DUTY: THE WELSH GUARDS ON THE EMBANKMENT, ABOUT TO RIDE BACK TO BARRACKS IN MOTOR-COACHES.

Considering the gravity of the situation caused by the General Striks, it is fortunate that there was no rioting serious enough to call for the use of military force, and not a shot was fired. A display of such force was necessary on a few occasions, as in the convoying of lorry-loads of flour from the Docks to Hyde Park by troops and armoured cars. but apart from that the troops were hardly seen, and only remained, in readiness. What disturbances did occur were the work of hooliganism, as usual in such times, and the police were fully able to cope with them. In connection with this side of the strike it is well

### OF THE STRIKE-THE POLICE COPE WITH DISTURBANCES.

L.N.A., AND TOPICAL



TROUBLE IN HAMMERSMITH BROADWAY DURING THE PASSING OF A MILK-LORRY: AN ARRESTED MAN BETWEEN TWO CONSTABLES; AND A MOUNTED POLICEMAN (IN BACKGROUND).



THE ARREST OF A WOMAN (BETWEEN TWO POLICEMEN IN CENTRE FORE-GROUND) IN WEST LONDON: ANOTHER INCIDENT AT HAMMERSMITH BROADWAY.



SUBMARINES (INCLUDING ONE WITH A BIG GUN) CONVEYING A SUPPLY OF ELECTRICITY BY MEANS OF CABLES AT THE ROYAL ALBERT DOCKS

A SCENE ON THE LAST DAY OF THE GENERAL STRIKE, SHOWING SOLDIERS ON ESCORT DUTY.



EQUIPPED WITH STEEL HELMETS, TRUNCHEONS, AND ARMLETS: THE FIRST UNIT ("A" COMPANY) OF RECRUITS TO THE NEW CIVIL CONSTABULARY RESERVE LEAVING HEADQUARTERS IN BUCKINGHAM GATE.



RECRUITING FOR THE CIVIL CONSTABULARY RESERVE, A NEW WHOLE-TIME PAID FORCE OF SWORN-IN "SPECIALS": THE SCENE IN THE DURBLY WESTMINSTERS.

to apply the words of the King in his message to the nation, after it was over: "Let us forget whatever elements of bitterness the events of the past few days may have created, only remembering how steady and how orderly the country has remained, though severely tested, and forthwith address ourselves to the task of bringing into being a peace which will be lasting, because, forgetting the past, it looks only to the future with the hopefulness of a united people."

The Prime Minister praised, in a broadcast message, the devotion, courage, and patience of the Navy, Arny, Air Force, and Police throughout the country."

## THE SPIRIT OF ENGLAND AT WORK: RAILWAY AND DOCK VOLUNTEERS.

PHOTOGRAPHS BY SPORT AND GENERAL, TOPICAL, L.N.A., AND KEYSTONE.



"RIGHT AWAY!": A VOLUNTEER GUARD ON THE METROPOLITAN RAILWAY IN CHARGE OF A TRAIN DURING THE STRIKE.



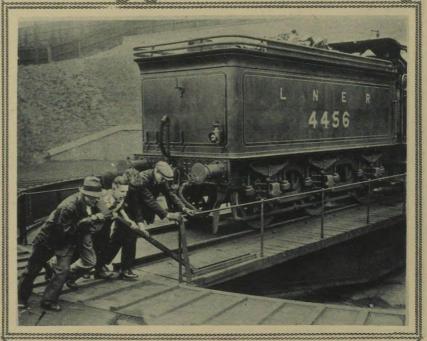
IMPORTANT DUTY LONDON VOLUNTEER ADJUSTING THE POINTS OUTSIDE KING'S CROSS STATION.



TRAINS INTO KING'S CROSS: ANOTHER VOLUNTEER
ADJUSTING POINTS.



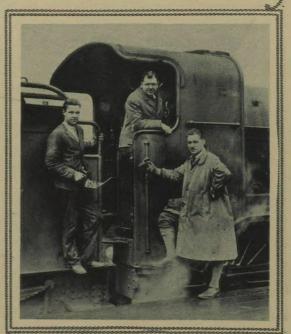
SIGNALMEN IN FAIR ISLE JERSEYS AND "PLUS FOURS": TWO VOLUNTEER UNDER-GRADUATES IN CHARGE OF THE CHIEF SIGNAL BOX AT BLETCHLEY STATION.



STRENUOUS WORK AT A LONDON TERMINUS: A SQUAD OF VOLUNTEERS TURNING A LOCOMOTIVE ON A TURNTABLE AT KING'S CROSS STATION.



THE ARRIVAL OF THE "MAURETANIA" AT SOUTHAMPTON: SOME OF THE VOLUNTEERS WHO ACTED AS SHORE GANGS LOADING A PASSENGER'S LUGGAGE INTO A CAR FOR THE JOURNEY TO LONDON.



AS TO THE MANNER BORN: A VOLUNTEER ENGINE-DRIVER AND HIS FIREMAN ON THEIR LOCOMOTIVE DURING THE STRIKE.

Nothing was more remarkable during the General Strike than the skill and efficiency with which the railways were carried on, largely by amateur workers. During the latter part of the crisis thousands of trains were running. The Prime Minister, in his broadcast message after the strike, said, in thanking all those loyal citizens if the national safety requires it."

who had enabled the country to carry on: "I hope my message will go to the whole army of volunteers who have enabled us to demonstrate that there is no national service which cannot be discharged, even with improvised knowledge, by

## "CARRYING ON" DURING THE GENERAL STRIKE: AMONG THE VOLUNTEERS.

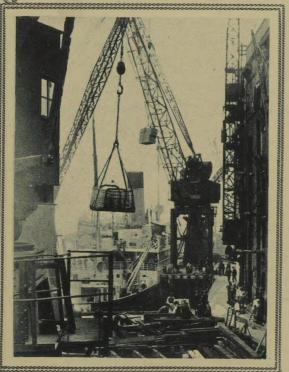
PHOTOGRAPHS BY TOPICAL, G.P.U., AND S. AND G.



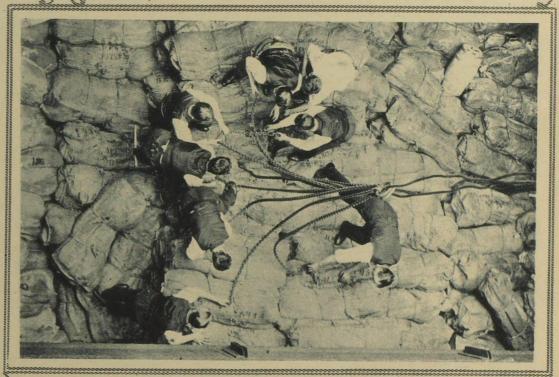
STUDENT VOLUNTEERS AT WORK AT HAY'S WHARF, LONDON BRIDGE: DEALING WITH CRANE-LOADS OF BACON FROM A NEWLY ARRIVED SHIP.



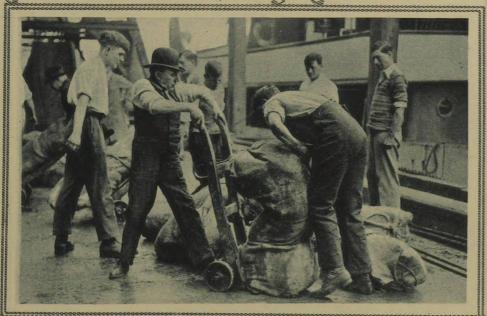
EXPERTS IN LOTS ROAD POWER STATION, WHICH SUPPLIES THE UNDERGROUND RAILWAYS WITH ELECTRICITY: SAILORS HANDLING THE BOILERS.



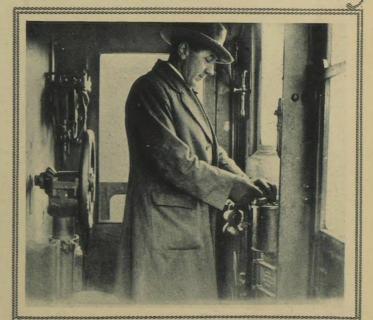
VOLUNTEERS AT WORK: CRANE-LOADS OF BACON, EGGS, AND BUTTER BEING REMOVED FROM NEWLY ARRIVED SHIPS, AT HAY'S WHARF, LONDON BRIDGE.



IN THE HOLD OF A FOOD-SHIP JUST ARRIVED AT HAY'S WHARF, LONDON BRIDGE: VOLUNTEER WORKERS AMONG A CARGO OF BACON.



ENSURING ESSENTIAL FOOD-SUPPLIES DURING THE GENERAL STRIKE: VOLUNTEERS MOVING
- PROVISIONS FOR CARTAGE TO VARIOUS DISTRICTS.



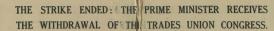
ONE OF THE MANY VOLUNTEERS ON THE METROPOLITAN RAILWAY: DRIVING AN ELECTRIC TRAIN.

Wonderful work was done during the strike by students and other volunteers in carrying on the vital services of the country, particularly the railways and the distribution of the nation's food supply. Young men came forward in their thousands to enrol for any duty that might be required. Among other things,

they unloaded cargoes of provisions from ships at the docks and wharves, worked in electric power stations, and drove trains on the Underground and other railways. Valuable help was also given by men of the Navy, both in London and elsewhere.



LEAVING THE PREMIER'S RESIDENCE AFTER THE INTERVIEW: MR. J. BROMLEY (LEFT) AND MR. A. B. SWALES,
MEMBERS OF THE COUNCIL OF THE TRADES UNION CONGRESS.





A MEMBER OF THE T.U.C. COUNCIL: MISS MARGARET BONDFIELD LEAVING NO. 10, DOWNING STREET.

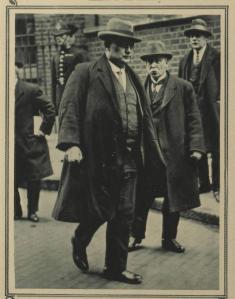


LEAVING NO. 10, DOWNING STREET:
MR. BEN TILLETT, A MEMBER OF THE
T.U.C. COUNCIL.



THE CHAIRMAN OF THE T.U.C. COUNCIL, WHO ANNOUNCED TO THE PREMIER THE TERMINATION OF THE STRIKE:

MR. ARTHUR PUCH (IN FRONT) LEAVING DOWNING STREET.



SECRETARY OF THE TRANSPORT AND GENERAL WORKERS' UNION: MR. ERNEST BEVIN LEAVING DOWNING STREET AFTER THE INTERVIEW WITH THE PREMIER.



THE PREMIER CONGRATULATED BY THE WIFE OF THE CHANCELLOR OF THE EXCHEQUER: MRS. CHURCHILL GREETING MR. BALDWIN AS HE LEFT FOR THE HOUSE.



"WE SHOULD ... PUT BEHIND US ALL MALICE AND VINDICTIVENESS": THE PRIME MINISTER LEAVING DOWNING STREET FOR THE HOUSE OF COMMONS.



UNCOMMUNICATIVE: MR. J. H. THOMAS, M.P. (RIGHT), LEAVING THE PREMIER'S RESIDENCE AFTER THE TERMINATION OF THE STRIKE WAS ANNOUNCED.

In the words of an official communiqué issued on May 12. "It was intimated to the Prime Minister that the Trades Union Council desired to come and see him at Downing Street, and they arrived soon after 12 noon. Mr. Pugh stated that the Trade Union Council had decided to call off the strike notices, forthwith." Mr. Baldwin replied: "I thank God for your decision, and I would only say now I do not think it is a moment for lengthy discussion.....
I shall call my Cabinet together forthwith, report to them what you have said, and I shall lose no time in using every endeavour to get the two contending parties together and do all I can to ensure a just and latting settlement." The whole proceedings lasted only a few minutes. Mr. Baldwin received an

PHOTOGRAPHS BY L.N.A.; THAT OF MRS.

ovation from the crowd as he left for the House of Commons, and Mrs. Churchill, wife of the Chancellor of the Exchequer, ran out from No. 11, Downing the end of the General Strike, he said: "The peace that has come is a victory of common-sense.... It is of the utmost importance at a moment like this that the British people should not look backwards but forwards." On the following day he said: "The supreme necessity of the country requires that the largest body of men possible showed back to work at the earliest possible moment.

CHURCHILL AND MR. BALDWIN BY G.P.U.

## HYDE PARK AS LONDON'S FOOD "CITADEL": MILK; THE FLOUR CONVOY.

PHOTOGRAPHS BY SPORT AND GENERAL, ILLUS. BCREAU, TOPICAL, C.N., AND KEYSTONE.



A FAMOUS HAUNT OF FASHION BECOMES THE CENTRE OF LONDON'S FOOD DISTRIBUTION: MOTOR-LORRIES AND TENTS IN ROTTEN ROW.



FASHIONABLE HYDE PARK IN A NEW GUISE! VOLUNTEERS BUSILY ENGAGED IN UNLOADING COAL DURING THE GENERAL STRIKE.



WITH ARMOURED CARS AND TROOPS TO GUARD THE LORRIES: PART OF ONE OF THE GREAT FOOD CONVOYS-ABOUT TO START FROM THE PARK FOR THE DOCKS—WAITING INSIDE THE ENTRANCE GATES AT HYDE PARK CORNER; WITH ST. GEORGE'S
HOSPITAL IN THE RIGHT BACKGROUND.



HYDE PARK AS THE HEADQUARTERS OF LONDON'S MILK SUPPLY: SOME OF THE THOUSANDS OF CHURNS METHODICALLY DESPATCHED BY MOTOR-LORRY.



SOCIETY CATERERS FOR VOLUNTEERS IN HYDE PARK: LADY QUILTER (WITH TRAY), MRS. CAUSTON (AT BOILER), LADY MARY ASHLEY COOPER AND LADY CARMICHAEL ANSTRUTHER PEELING POTATOES.

Hyde Park was closed to the public when the strike began, and was used as the headquarters and distributing centre of London's milk supply. M.lk arrived by lorry from all parts of the country, and was methodically distributed by the same means. The Park became for the time a self-contained community, with its own

heating, lighting, and telephones, temporary buildings, offices, and recreation rooms. Several great convoys of food-lorries, escorted by troops and armoured cars, also went from Hyde Park to the docks and brought back huge supplies of flour, thus ensuring the uninterrupted continuance of the supply of bread.

OF THE FORCE WHOSE MAGNIFICENT WORK DURING THE STRIKE IS RECEIVE A NATIONAL, TRIBUTE: MOUNTED POLICE RESTING AT TOWER BRIDGE POLICE STATION THE DAY AFTER IT ENDED.



CITY OFFICE CONVERTED INTO A BED-ROOM FOR GIRL CLERKS: MEMBERS OF A LONDON STAFF ACCOMMODATED FOR THE NIGHT DURING THE STRIKE

## DURING AND AFTER THE GENERAL STRIKE: INCIDENTS AND PERSONALITIES.



THE CHAIRMAN OF THE COAL COMMISSION, WHO PREPARED, UNOFFICIALLY, A BASIS OF SETTLEMENT IN THE MINING DISPUTE: SIR HERBERT SAMUEL



STRIKE SCENES AT MANCHESTER, WHERE WORK WAS NOT UNIVERSALLY RESUMED AFTER THE GENERAL STRIKE: A GREAT PROCESSION OF CORPORATION TRAMWAYMEN STARTING FROM ALBERT SQUARE, LED BY THEIR BAND (SEEN IN THE LEFT FOREGROUND).

As a tribute to the magnificent work performed by the Police Forces of the kingdom during the General Strike, the "Times" opened a National Police Fund with a view to some signal recognition of their services. In contributing

employed in Coleman Street were enabled to solve the travelling problem by converting their office into a bed-room.—Sir Herbert Samuel's memorandum Fund with a view to some signal recognition of their services. In contributing to this fund, which in one day reached £10,000, the Home Secretary pointed out that "in no single instance have they (the Police) needed to call upon the military," and that the country passed through "ten days of a gigantic social upheaval without the firing of a single shot."—During the strike, girl clerks

## THE GENERAL STRIKE AND AFTER: SCENES AND PERSONALITIES.

PHOTOGRAPHS BY KEYSTONE, L.N.A., BARRATT, AND "DAILY PRESS."



"RESUMPTION" ARRANGEMENTS BY THE LONDON GENERAL OMNIBUS COMPANY: A NOTICE AT THE CHISWICK DEPOT.



A FAMOUS CRICKETER, GRANDSON OF A GREAT POET, AS A SPECIAL CONSTABLE: THE HON. LIONEL TENNYSON (IN UNIFORM) INSTRUCTING HIS "FLYING SQUAD."



THE DUKE OF MARLBOROUGH'S SECOND SON AS A "SPECIAL": LORD IVOR SPENCER-CHURCHILL (CENTRE).



THE FOUNDER OF TOC H. PREACHING ON THE STRIKE: THE REV. P. B. CLAYTON HOLDING AN OPEN-AIR INTERCESSION SERVICE FOR INDUSTRIAL PEACE, ON TOWER HILL.



AN UNPRECEDENTED "RUSH" AT THE G.P.O. PARCEL POST OFFICE AFTER
THE GENERAL STRIKE: A QUEUE OF MESSENGERS FROM CITY FIRMS
AWAITING THEIR TURN.



MR. BALDWIN'S OVATION IN WHITEHALL AFTER THE GENERAL STRIKE WAS ENDED: CHEERING CROWDS ROUND THE PREMIER'S CAR AS HE LEFT DOWNING STREET FOR THE HOUSE OF COMMONS.



THE RETURN OF TRADES UNION LEADERS AFTER HAVING ANNOUNCED TO THE PREMIER THEIR WITHDRAWAL OF THE STRIKE; THE ENTRANCE OF THE T.U.C. OFFICES IN ECCLESTON SQUARE.

The termination of the General Strike, announced to the Prime Minister in Downing Street, on May 12, by the Council of the Trades Union Congress, did not bring about an immediate resumption of work in all the trades affected. A new situation had been created by the strike, necessitating new arrangements. In London the delay in resuming was particularly noticeable in connection with travelling difficulties, which at first were rather worse than before. In some directions, however, the cessation of the strike gave an impetus to business.

The Parcel Post Office of the G.P.O., in King Edward Street, is said to have experienced, on the following day, the greatest "rush" of work ever known in that department. During the strike the Hon. Lionel Tennyson, son and heir of the second Lord Tennyson and grandson of the poet, was placed in command of No. 1 Company (Flying Squad) of the Special Constables. He is a Major in the Rifle Brigade (Prince Consort's Own). In the war he was thrice wounded.—The Rev. P. B. Clayton is Vicar of All Hallows, Barking-by-the-Tower.

## STRIKE AND POST-STRIKE INCIDENTS, INCLUDING TRAIN-WRECKING.

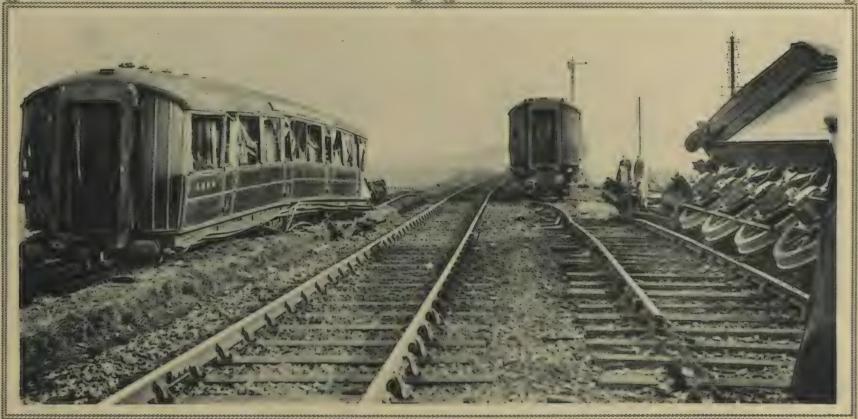
PHOTOGRAPHS BY L.N.A., TOPICAL, I.B., AND PHOTOPRESS.



LONDON TRAVELLING DIFFICULTIES CONTINUED AFTER THE GENERAL STRIKE:
A HUGE CROWD AT LIVERPOOL STREET ON THE MORNING OF MAY 13.



SHOWING WHERE FISH-PLATES AND BOLTS HAD BEEN REMOVED FROM THE RAILS: UNDER THE RESTAURANT CAR OF THE "FLYING SCOTSMAN," PARTLY DERAILED IN NORTHUMBERLAND.



THE ATTEMPT TO WRECK THE "FLYING SCOTSMAN," GARRYING OVER 300 PASSENGERS: THE SCENE NEAR CRAMLINGTON, NORTHUMBERLAND, SHOWING THE BREAK IN THE RAILS, WITH THE OVERTURNED ENGINE (RIGHT) AND THE NEXT COACH (REMOVED TO THE SIDE OF THE LINE ON THE LEFT).



WHERE LONDON VOLUNTEER BUS-DRIVERS AND CONDUCTORS SLEPT DURING THE STRIKE: THE CHISWICK GARAGE OF THE L.G.O.C. ARRANGED AS A DORMITORY.



RECREATION FOR LONDON VOLUNTEER BUS-DRIVERS, CONDUCTORS, AND OTHER WORKERS: A DANCE IN THE CANTEEN OF THE L.G.O.C. DEPOT AT CHISWICK, DURING THE STRIKE.

Although the General Strike was officially ended on May 12, London continued to suffer from a restriction of travelling facilities on succeeding days.—The "Flying Scotsman," express from Edinburgh to King's Cross, narrowly escaped a serious disaster on May 10, near Cramlington, Northumberland. As it was, the engine and the first coach were overturned, although the volunteer driver was proceeding cautiously, according to instructions, at only six miles an hour. "The

Yorkshire Post" (as quoted by "The British Gazette") stated: "It was found that a length of rail had been taken out of the permanent way. All the wooden chocks had been removed from the fish-plates and the bolts had been unscrewed, and these were found lying in the adjoining field, together with a couple of large iron bars and a large sledge hammer." Before the accident, some volunteers working on the line near the spot had been attacked and driven off.

## CURIOUS EFFECTS OF THE STRIKE: UNUSUAL SCENES IN LONDON.



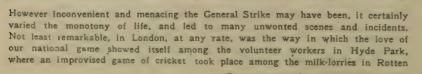
A MOTOR-BUS AS A RECRUITING OFFICE: VOLUNTEERS ENROLLING AT THE L.G.O.C. EMERGENCY CAMP IN REGENT'S PARK.



A "TEST MATCH" IN ROTTEN ROW: VOLUNTEER WORKERS IN HYDE PARK PLAY IMPROVISED CRICKET WITH STICKS FOR BATS AND BOXES AS WICKETS.



KEEPING UP THE DOMESTIC COAL SUPPLY IN THE EAST END OF LONDON:
PURCHASERS AT THE G.E.R. COAL DEPOT AT CUSTOM HOUSE,





AT THE TRADES UNION CONGRESS HEADQUARTERS AFTER THE STOPPAGE OF THE STRIKE WAS ANNOUNCED: A CROWD OUTSIDE THE OFFICES IN ECCLESTON SQUARE.



"A FLOCK OF SHEEP THAT LEISURELY PASS BY": AN UNUSUAL SIGHT IN NEW BRIDGE STREET, CONNECTED WITH THE MAINTEN-ANCE OF LONDON'S FOOD SUPPLY.



ATTENDED BY WOMEN VOLUNTEERS AS WAITRESSES: VOLUNTEER WORKERS ON THE UNDERGROUND RAILWAY AT A MEAL IN THEIR MESS-ROOM AT EARL'S COURT.

Row, with boxes for wickets and sticks as bats. Another uncommon sight was the passage of a flock of sheep in charge of a shepherd along New Bridge Street, in the neighbourhood of Blackfriars. At Earl's Court hundreds of volunteers were housed and fed in the Empress and Queen's Hall by the Underground Railway and General Omnibus Companies. Women volunteers acted as waitresses.

MUCH ACTIVITY AT KING'S CROSS DESPITE THE STRIKE: TRAINS RUN BY VOLUNTEERS ABOUT TO LEAVE FOR THE NORTH AND THE SUBURBS.



WALFING FOR THE "RUSH HOUR": LONDON GENERAL OMNIBUSES (WHICH WERE MANNED BY VOLUNTEERS) IN REGENT'S PARK, WHICH WAS CLOSED TO THE PUBLIC.



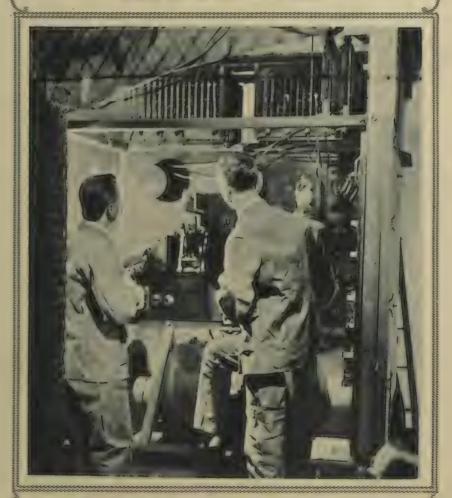
GUARDED BY POLICE: REELS OF PAPER FOR GOVERNMENT USE ARRIVING IN TUDOR STREET, LONDON.

The volunteer workers who kept the nation going during the great strike thoroughly deserved the tribute paid them by the Prime Minister after it was over. In his broadcast message of May 12, Mr. Baldwin expressed "the heartfelt thanks of the Government to all those of our countrymen who have supported us in the struggle. We conceived it to be a matter of absolute duty to call

## VOLUNTEERS KEEP THE COUNTRY GOING: SCENES OF THE GREAT STRIKE.



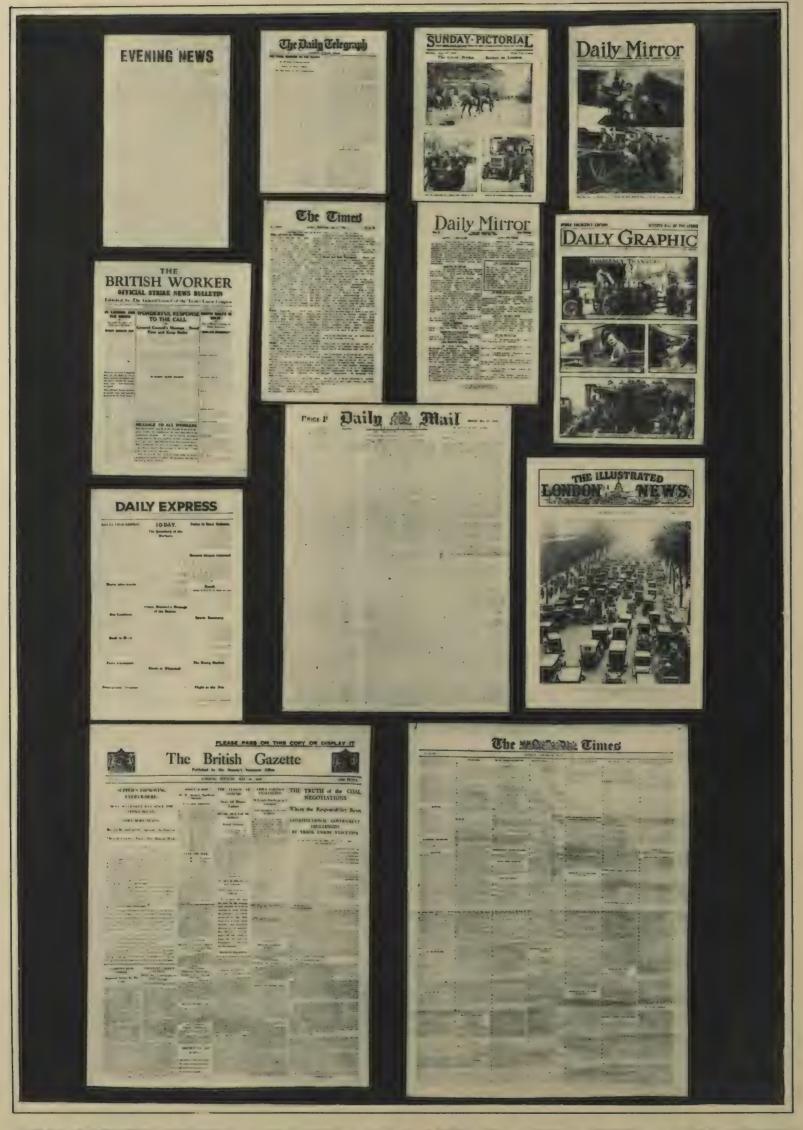
LONDON "CARRIED ON" BY VOLUNTEERS: BUSES IN FLEET STREET ON THE SEVENTH DAY OF THE GENERAL STRIKE,



ENSURING LIGHT FOR THE HOUSES OF PARLIAMENT: VOLUNTEERS STARTING-UP
THE PLANT OF THE EMERGENCY POWER-STATION.

upon the whole country to resist the menace of a General Strike. The people of these islands responded to the appeal, as in our long history they have answered every claim made upon their love of freedom and sense of fair play." The above photographs illustrate some of the most important ways in which essential work was performed by voluntary labour.

## HOW THE PRESS OVERCAME THE ATTACK UPON ITS FREEDOM.



LONDON NEWSPAPERS (INCLUDING A NEW OFFICIAL ORGAN) DURING THE GENERAL STRIKE: A RAPID RECOVERY FROM THE BLOW WHICH, FOR THE MOMENT, PUT THE PRESS "COMPLETELY OUT OF ACTION."

Trade Unionism struck a heavy blow at the freedom of the Press by calling a General Strike that included the printing trades. Speaking in the House of Commons, Mr. Churchill said: "In the twinkling of an eye the newspaper Press went completely out of action, and there was no other means, apart from the telephone and telegraph, but the establishment of the British Gazette! for conveying information of what had taken place or

giving guidance to the people and the authorities." The Press, however, recovered from the blow with wonderful rapidity. On May 11 it was officially stated: "More than a million copies of the great daily newspapers were published in London and circulated to all parts of the Kingdom yesterday. This does not include the British Gazette, which alone published 1,127,600 copies." Our own "strike" edition is shown above.



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The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & rs., by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E. I.









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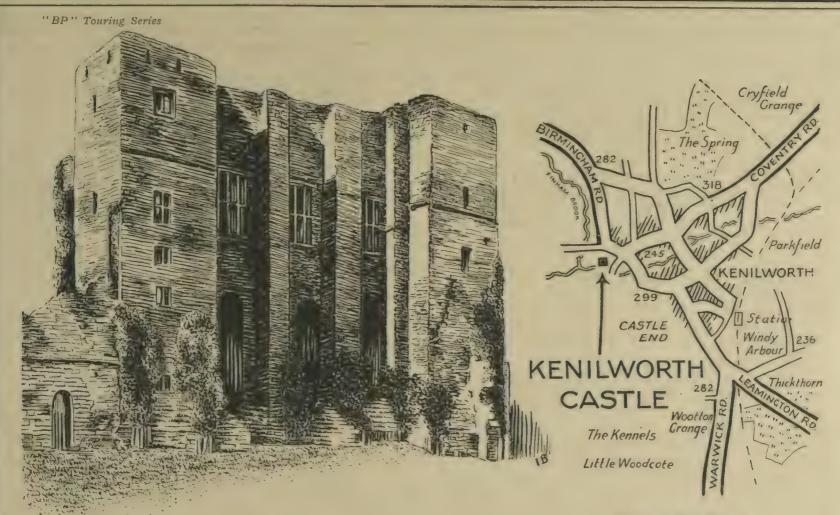


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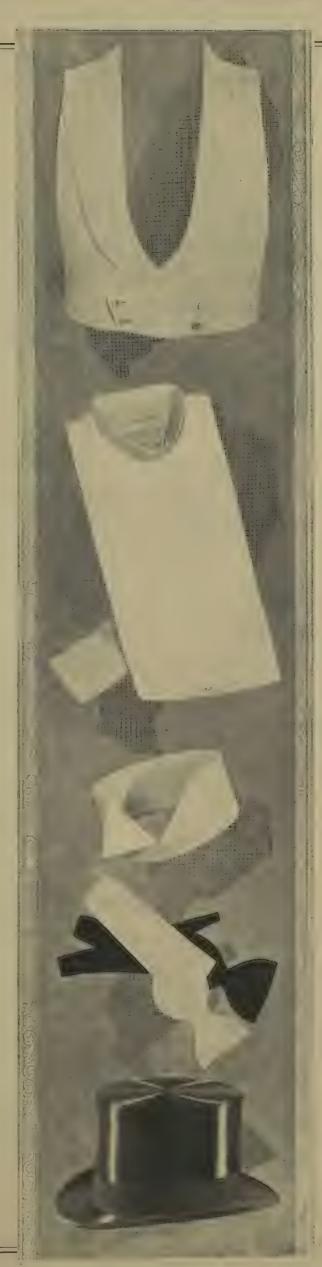
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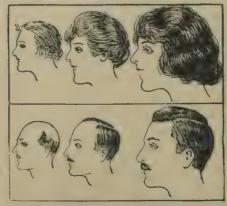
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(1723-1792)

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with her child, afterwards the

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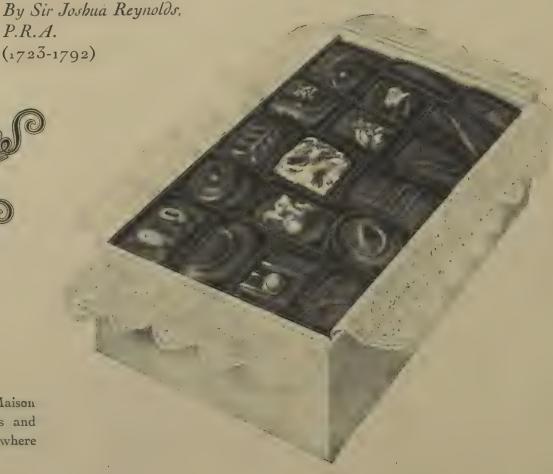
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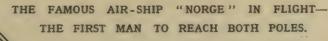
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THE CROSSING OF THE NORTH POLE BY AIR:

(BELOW) CAPTAIN ROALD AMUNDSEN,

In the early hours of May 12, Captain Amundsen, the famous Norwegian explorer, succeeded in his third attempt to reach the North Pole by air. He is thus the only man to have visited both Poles, for he reached the South Pole in December 1911. His airship, the "Norge," left King's Bay, Spitzbergen, about 10 a.m. on May 11, and is stated to have passed over the North Pole about 2.30 a.m. on May 12. There the "Norge" descended to within 600 feet of the ice, while Captain Amundsen, Mr. Lincoln Ellsworth (his second in command), and Captain Nobile (commanding the airship) dropped the flags of their respective countries (Norway, the United States, and Italy). The flags were attached to steel-



pointed rods, which fell vertically and stuck in the ice. After the "Norge" had crossed the Pole, she was sighted off Point. Barrow, Alaska, 45 hours after she had left Spitzbergen. She was then delayed by fogs and snow-storms, and for some time news of her was lacking, but later it was announced that she had arrived safely at Teller, in Alaska, some eighty miles north of Nome. A telegram to President Coolidge from Mr. Ellsworth stated: "Trans-Polar flight successful." No new land was found. The "Norge" was in the air for seventy-two hours. She is a semi-rigid airship designed by Captain Nobile and built in Italy. On the way to Spitzbergen she visited England.—[Photographs by Topical and Central News.]



By G. K. CHESTERTON.

I HEAR that Mr. Henry Ford, famous for the Ford cars that go everywhere and the Peace Ship that went nowhere, has been delivering himself of an opinion on Prohibition. Apparently it was to the effect that Prohibition is a pure benefit to mankind, and that the only problem for a patriot or practical humanitarian is how to enforce it with sufficient severity. In other words, Prohibition would be perfection, if only Prohibition could really be made to prohibit. As it has produced the very opposite results to those intended, the only thing to do is to extend it and make it produce some more. I hardly think the line of thought altogether worthy of so wooderful a business man; and I rather doubt

wonderful a business man; and I rather doubt whether he would apply it to his own business. I have a respect for Mr. Ford for two very definite and decisive reasons. First, because he has annoyed all the stupidest sort of conservatives by making schemes for high wages for hard work. And second, because he has also annoyed all the stupidest sort of progressives by denouncing the misuse of financial power. There must be something in a man who so easily gets into trouble. But while I admit that his notions may be newer and fresher in their way than those of the vulgar mob of millionaires, I repeat that he would hardly like anything quite so new and fresh as his own philosophy applied to his own job.

Indeed, it is a rather pleasing fancy to let the mind play with the conception of the Prohibition of Petrol. It would be quite easy to use most of the arguments commonly used in the case of drink; to collect very one-sided statistics about injury to health or division of families or danger to life and limb. To begin with, if there were no petrol traffic, there To begin is always a possibility that Americans might learn to walk. I do not say they would. It is only too probable that some other labour-saving device or invention would come to their rescue before they were driven to so desperate a course. It is only too likely that they might be trailed along the street suspended by hooks from aeroplanes, or hurled all the way down Broadway from a gigantic steel catapult, or in some other way saved at the last moment from the immodesty of recognising their own legs. But they might begin to walk about in the way that was common to the whole human race until a few years ago; and I cannot but think that their health would probably be improved by it. That at least might be a pendant to the hygienic case against drinking; and one much stronger than the hygienic case against moderate Then there are always a few drinking. Then there are always a few people who are knocked down and run over by motor-cars, which is said to be a habit far from favourable to health. But there are any number of other and more general parallels. There is sometimes a petty police quarrel because a drunkard

obstructs the pathway. But a hundred drunkards could hardly obstruct it as the increase of petrol traffic obstructs it. The very method invented to make everything swift has made everything stationary.

I have been in traffic blocks in London in which traffic seemed to have turned into a new school of architecture. One felt that the vehicles would soon sink into the earth to form a new type of primitive village. The antiquarians of the future would note a type of structure that has wheels at the base as the lonic columns had volutes at the top. I have sometimes wondered whether it would not be worth while to make a little garden outside my stationary caravan. No drunkenness could possibly obstruct the

thoroughfare to this extent, and there cannot be any reasonable doubt that much of it is due to the increased popularity of motoring. The great social reform of the Prohibition of Petrol would certainly relieve the congestion very much; and for that and many other reasons I look confidently to Mr. Ford to give it his eager and enthusiastic support.

But his ready response to my appeal will be based on better and broader grounds. For instance, the side of the social movement absurdly called Temperance with which I most easily sympathise is the attack on the great capitalist combinations which are called The Trade. I admit that the Trade is a bad

TO OUR READERS.

THE present number of The Illustrated London News is the first normal issue published since the beginning of the General Strike.

As was the case with all the London newspapers, weekly and daily, very great obstacles were in the way of the production of our paper. By exceptional efforts, however, the continuity of publication of The Illustrated London News was maintained by means of exiguous, though interesting, Emergency Numbers; and thus was assured the uninterrupted publication of this, the first of the world's illustrated newspapers. The Emergency Numbers in question are two-one, an issue containing eight pages of illustrations, dated May 8; the other, an issue containing sixteen pages (dated May 15) in which the great strike and its conclusion were vividly illustrated by means of important photographs and drawings. It will be understood readily enough that the editions of these Emergency Numbers were strictly limited, and we have, therefore, to ask the forbearance of those of our readers who were unable to procure copies.

With this issue, The Illustrated London News resumes its usual size and features, unless unforeseen circumstances should prevent this at the last moment. We should like to add, further, that many subjects of very great interest have been withheld from publication during the strike. These will appear shortly in the pages of The Illustrated London News.

thing in English politics. But it is nothing like so bad as the Trust in American politics. It has never so obviously degraded and destroyed democracy and all democratic ideals as have, in a special and extreme manner, the Oil Trusts of the United States. We have not yet seen beer, as such, involve our statesmen in any such story as the story of Standard Oil. It is precisely commercial commodities of this newer and more scientific sort that have already corrupted politics, in a few years, more than wine and beer have ever corrupted them in all their countless ages since humanity has been human.

To take another aspect of the same thing, it is infinitely more likely at this moment that wars will be waged for the possession of oil-fields than it ever was that they would be waged for the possession of hop-fields. It is much more likely that a million men will die because there is oil in Mexico or Mesopotamia than that even a hundred will ever die because there are vineyards in Burgundy or orchards in Hereford.

I suggest, therefore, that if we chose to propound to Mr. Ford the great social reform of the Prohibition of Petrol, we could offer the same sort of serious and formidable list of moral charges as he would offer on behalf of the Prohibition of Drink. In other words, we should offer a rag, tag, and bobtail of random statistics and ridiculously general generalisations, such as can be brought against wine

or oil or anything else in the world. But there is a further development that is funnier even than Prohibition. Suppose that petrol really could be prohibited and then we found that it was protected. Suppose a man could still be a millionaire by striking oil, so long as he charged ten times the proper price for it. Suppose a business as big as Mr. Ford's were still turning out its multitudes of motor-cars. Only where Mr. Ford at least tries to sell them cheap, the petrol bootlegger would try to sell them dear.

Suppose there were a ghastly and gigantic joke of a business as big as Mr. Ford's being concealed. Suppose it were a matter of common knowledge that he bribed officials and hoodwinked tribunals in order to make sure that so open a sin should be called a secret. Suppose that all over the country there were a hundred other farces of humbug and evasion. Suppose there were garages disguised as grocers' shops. Suppose there were petrol-pumps painted to look like pillar-boxes. Suppose the comic papers were crowded with incidents of the outwitting or bribing of the police for the sale of petrol. Suppose every club was a cackle of anecdotes about the triumphant boot-leggers of oil. Suppose people talked about walkingsticks full of petrol and umbrellas full of petrol. Suppose they paraded a perambulator stuffed with petrol and even a baby stuffed with it.

Mr. Ford would probably regard these incidents as very clear proofs of the futility and folly of trying to resist so powerful and necessary a thing as the flood of petrol and petrol traffic. He would say that these things alone were a proof that Prohibition of Petrol had failed, and that the great force which we had vainly tried to fetter would have its way. He would be fully justified in saying triumphantly that the attempt of the State to destroy his branch of business had broken down. Yet I suppose he cannot see the same simple fact in connection with the other branch of business. He cannot see that it is idle to insist that Prohibition would be a good thing if it were enforced, since it is only because

were enforced, since it is only because it is a bad thing that it needs so much enforcing. He could not believe that the world could do without motoring, though the world did without it until only the other day. But he can believe that the world will do without wine (which is nearly as old as the world itself), even when the world furiously refuses to do so.

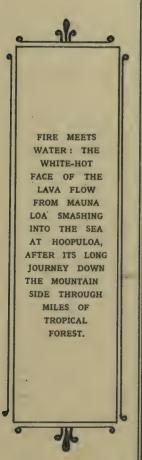
I will add only one word. Surely Mr. Ford would be mildly surprised if he found that, while all this anarchy of abuses followed the attempt to forbid oil, there was a place where the oil flowed in fountains in the public square, and there were no abuses at all. I am writing these words in Spain, where everybody drinks wine, and it is almost impossible to discover a drunken man.

## WRATH OF THE GODDESS OF FIRE: THE ERUPTION OF MAUNA LOA.

PHOTOGRAPHS BY TAI SING LOO, HONOLULU.







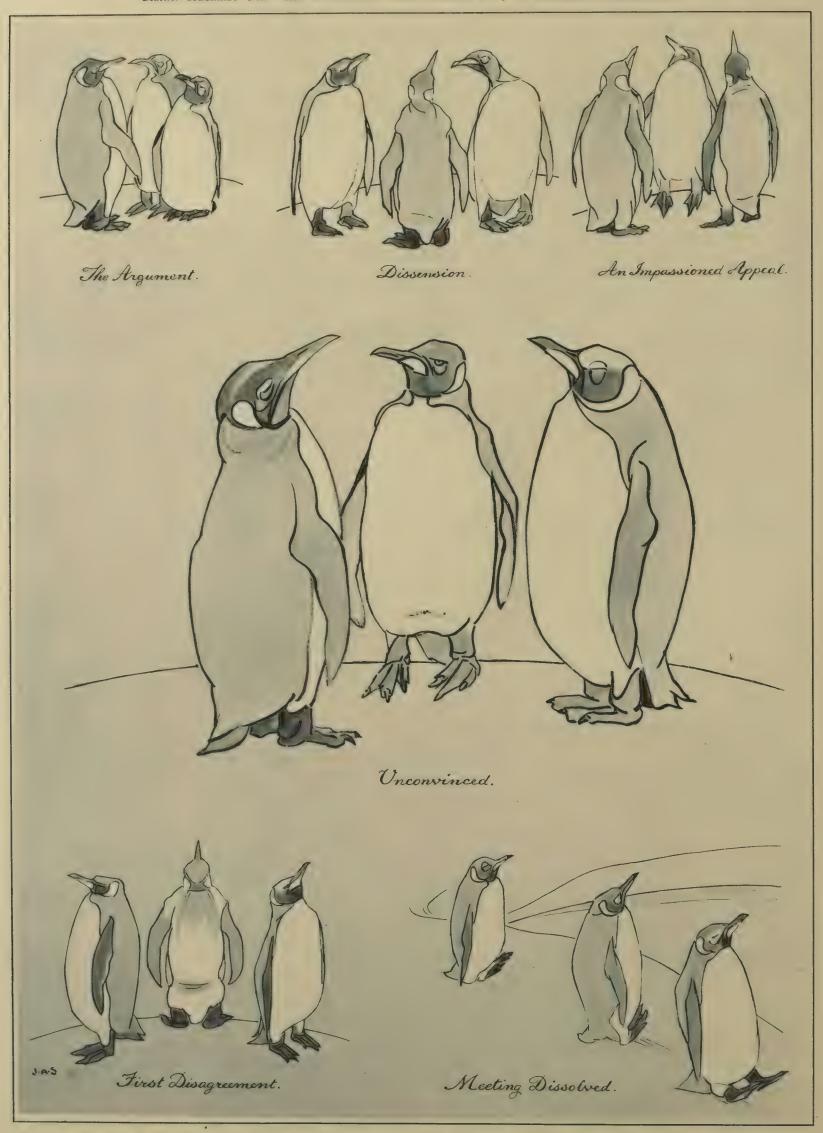


These remarkable photographs of the recent eruption of Mauna Loa, in Hawaii, one of the greatest volcances in the world, were taken by a Chinese photographer, and reach us from Mr. L. W. de Vis-Norton, of the Hawaiian Volcano Research Association, Honolulu, by whose courtesy we have often before been enabled to illustrate examples of these awe-inspiring volcanic phenomena. "The mountain," he writes, "broke out on April 10, and three great streams of lava commenced to sweep irresistibly down the mountain side. Two of these streams stopped

after traversing a few miles, but the main flow, smashing its way through miles of tropical forest, and cutting the Government road at an elevation of 1500 ft. above the sea, swept directly down upon the little native fishing village of Hoopuloa, which was entirely destroyed, together with the steamer landing and the property of all the inhabitants. The terrible dismay of the Hawaiian people that Pele, the great Polynesian goddess of fire, should have turned her hand against her own worshippers, gives an extremely pathetic turn to the occurrence."

## HUMOURS OF THE "ZOO": STUDIES OF ANIMAL LIFE.-No. XIV.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY J. A. SHEPHERD. (COPYRIGHTED.)



A TEST SELECTION COMMITTEE OR A COAL CONFERENCE? THE THREE KING PENGUINS FROM SOUTH GEORGIA HOLD AN INCONCLUSIVE MEETING.

Chuckles of delight are in the air at the Pavilion Pond. Visitors with one accord approve the King Penguins—new arrivals from South Georgia. Their stolid quaintness appeals to young and old. No gibes are hurled at them; not even from Bank Holiday crowds. The three kings stand in a group like statues, until one tires of his position, and then the group is rearranged.

but is always so ordered that they appear to have some grave subject for discussion. Their prevailing expression is one of complete disparagement, and they never seem to arrive at any conclusion. In our final sketch—"Meeting dissolved," the birds are not "Sliding Through Georgia," but simply sitting on their hocks—possibly to retain their balance on the slope.

## A SURPRISE FOR DOCK PICKETS: THE SACRED WHITE ELEPHANT LANDED.

PHOTOGRAPHS BY C.N. AND G.P.A.



WITH ITS NORMAL-COLOURED WIFE (LEFT) AND ITS GUARDIAN, DR. SAW D. PO MIN (CENTRE): THE WHITE ELEPHANT (RIGHT) ON BOARD S.S. "KANDAHAR" OFF PURFLEET.



MAKING ITS BOW: THE WHITE ELEPHANT WITH ITS GUARDIAN, DR. SAW D. PO MIN, ABOARD S.S. "KANDAHAR."

The much-talked-of white elephant from Burma, a photograph of which we gave some weeks ago on its departure from Rangoon, arrived at Tilbury Docks in the s.s. "Kandahar" on May 14, on its way to the "Zoo," where it will be exhibited on loan during the summer months. Owing to its sacred character—it is said to be worshipped as an incarnation of Buddha—children will not be allowed to ride on it. The elephant was brought over in charge of Dr. Saw D. Po Min, President of the Loyal Karem Association of Burma, and was accompanied by a female of normal colour and about equal size. On arrival at Tilbury, as the



SLUNG ASHORE FROM A CRANE, OWING TO THE STATE OF THE TIDE: THE WHITE ELEPHANT IN MID-AIR.



TAKING A FEED OF HAY FROM SAILORS: THE WHITE ELEPHANT AT THE DOCKS (EN ROUTE FOR THE "ZOO") IN CHARGE OF A BURMESE BOY ARMED WITH A SPIKED STICK.

state of the tide made it impossible to walk the animals off the ship, the sacred elephant had to submit to the indignity of being slung ashore from a crane. It left the docks, with its mate, unmolested by the astonished strike pickets, and walked to Barking, where it was housed for the night. Next morning (May 15) the animals were marched to Regent's Park, and the appearance of the white elephant in the London streets made quite a sensation. It is not pure white, but of a pinkish flesh colour. Both in Burma and Siam "white" elephants are still held in great veneration by the natives.





## OLD TRADES AND NEW KNOWLEDGE. III.—THE TRADE OF THE MINER.



By Sir William Bragg, K.B.E., F.R.S., M.A., D.Sc., Director of the Royal Institution, Fullerian Professor of Chemistry there, and Director of the Davy-Faraday Research Laboratory.

THE application of knowledge to the benefit of a trade

must not be limited to the materials and the processes of the trade, but must be extended also to the health and safety of the workers. The miner has always been specially subject to dangers of various kinds. In his fascinating book, "De In the early days of coal-mining in Britain few of the modern dangers were present, for the coal was mostly taken from outcrops, and for a long time the works were but shallow. But as sinking became necessarily deeper, troubles arose in regard to ventilation and especially water. When it was possible, tunnels were cut to drain the water away to neigh-

indicated by the length of the drink in which the

workman is indulging.

bouring valleys. Some of these were miles in Fire-damp began to appear. The first record of the practice of getting rid of it by deliberate firing comes from the end of the seventeenth century. Even now there are said to be men living who once made it their trade: it was the practice to push a candle up into the recesses of the roof, using a long stick, and crouching on the floor so that the discharge might go overhead. Not inappropriately the man who did this work was called some-times the "penitent." As the accumulation of water became more serious, many mines had to be abandoned, because the labour of pumping was more than even horses could undertake. It was this necessity that impelled Newcomen and Cawley of Dartmouth to devise a steam pump, and so to take the first steps towards the general use of steam. When the miners reached the drier

When the miners reached the drier low-lying seams, explosions became more numerous and serious. From the beginning of the eighteenth century the record of them is continuous. A series of very disastrous explosions occurred at the beginning of the nineteenth century, which were the occasion of a memorable appeal to Humphry Davy. An extraordinarily brief series of experiments led him quickly to the recognition of the fundamental fact that the fire-damp—methane—required considerable heat to fire it, and gave

out little heat in burning. He argued that, if it were made possible to distribute or remove any heat might explode the gas, the difficulty of providing light without risk might be removed. He found that the lamp flame could not bring about an external explosion if the communications which were required for the passage of air to feed the flame, consisted of a sufficient number of narrow metal tubes. Finally, he discovered the most important principle that wire gauze was sufficient to screen the interior flame from any action on an explosive Davy's mixture outside. models are all preserved at the Royal

Institution, and some are shown in the top centre illustration on the opposite page. Davy's paper describing the experiments carried out in his laboratory with explosive mixtures, and his conclusions, was read to the Royal Society on Nov. 9, 1815.

Davy was by no means the only worker in the field. Dr. Clanny devised a lamp in which the air on its way to the flame had to pass through a water seal: the products of combustion were taken out through water in the same way. But it was too cumbrous to be adopted. George Stephenson also devised a lamp in which the air was admitted through holes in a perforated plate; his lamp was known as the "Geordie," and came into fairly general use. Stephenson's first trial underground was made on Oct. 21, 1815; Davy's was a little later. It is difficult to compare their contribution to the problem. Beard, in "Mines and Explosions," states that three important principles in a safety lamp are "enclosing the lamp flame in a case forming the combustion chamber (Clanny); extinction of flame by cooling effect of wire gauze (Davy); extinction of flame by confining the burnt air in the upper part of the lamp (Stephenson)."

Since that time an immense amount of trouble has been taken with the object of making the lamp still safer, and of increasing the light which it gives, which, after all, is very feeble.

about one candle or a little more. One has to picture, the miner working his shift with that amount of illumination alone, the black coal-face giving little or no reflected light except where patches of smooth surface throw back a confusing glitter. The miner sometimes has serious

trouble with his eyes—an effect to be attributed, in part at least, to an insufficiency of light. Sometimes coal-faces not being worked on are whitewashed: this is done especially in the long approach galleries. The efficient research laboratories of modern times have made real improvements in the lamp, as seen in the top right-hand corner opposite. The old limits of safety set by Davy have been found to be too stringent. A somewhat more open gauze has been found to be safe, the light being nearly doubled in consequence. In spite of their extraordinary importance, it is not possible to describe these improvements further—the details become so technical.

The safety lamp at once reduced the danger from fire-damp explosions; it could not remove them altogether, for it was still possible that the explosives used to bring down the coal might lead to an explosion in the gas, and there were always the risks due to carelessness or accident. It was far more serious that the cure was found to be only partial: fire-damp was not the only explosive in the mine; coal-dust had yet to be reckoned with. Disasters still occurred from time to time. In 1845 Faraday and Lyell were asked for a report on the serious and fatal explosion at the Haswell Colliery; they agreed that coal-dust was the cause.

Of course, it is only inflammable dust, such as will readily combine with the oxygen of the air, that can cause an explosion; yet it does seem remarkable, at first sight, that dust should be an explosive. The fact is easily observed, however, when a little finely divided coal-dust from the bottom of the scuttle is thrown on a hot fire: the woof! which results is a token of what can happen on a larger scale. The effect is another example of the results of dispersion that will be discussed in my article on the trade of the dyer. Dust in suspension has a very large surface compared to its volume; the combination of carbon with oxygen can go on all over this surface as soon as the temperature is high enough. If, therefore, there is combustion of a portion of the dust, by



COAL-MINING BEFORE THE BIRTH OF SHAKESPEARE: ANOTHER DIAGRAM FROM AGRICOLA'S BOOK OF 1556, SHOWING A SUCCESSION OF SHAFTS AND MEN AT WORK BELOW, WHERE THE COAL SEAM IS AT A GREATER DEPTH.

explode.

WHERE THE COAL SEAM IS AT A GREATER DEPTH.

some cause such as an explosion of fire-damp or an ell-regulated shot during blasting, the combustion may be carried on from point to point in the air bearing the dust until it becomes an explosion. Flour and magnesium dust are other examples of dusts that

[Continued on page h.



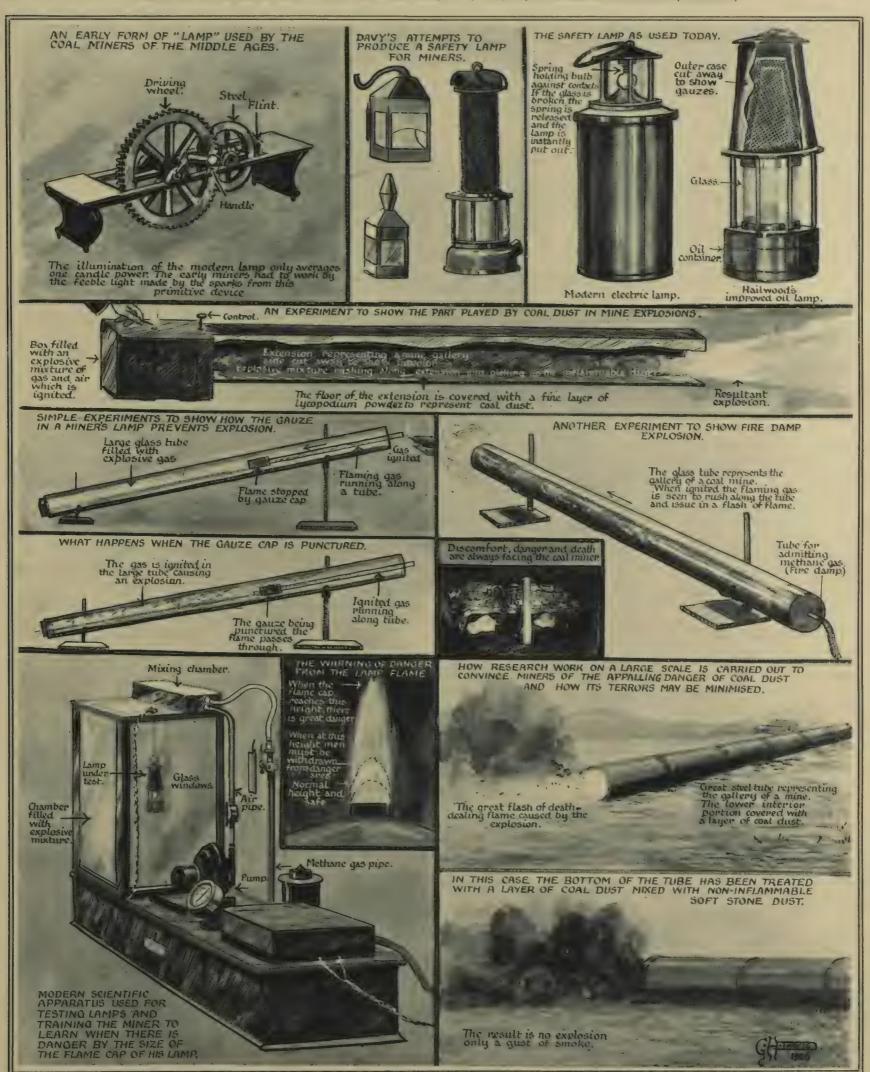
COAL-MINING IN THE SIXTEENTH CENTURY: A DIAGRAM FROM AGRICOLA'S "DE RE METALLICA" (1556)—SHOWING SHAFTS, TUNNEL, AND PRIMITIVE WINDING APPARATUS, WHERE THE COAL SEAM IS COMPARATIVELY NEAR THE SURFACE.

Re Metallica" written in 1556, Agricola speaks of the very cold water which is harmful to the sinews, and the dust which produces asthma and consumption. The ores containing arsenical cobalt eat wounds and ulcers to the bone. There were poisonous gases, and landslides, and in some of the mines, fortunately few in number, there were demons of ferocious aspect which could only be put to flight by prayer and fasting. The word cobalt is, indeed, connected in some way with the name of the "Kobbolds," the demons who inhabited caverns underground. Agricola says nothing about coal-mining, or he would have mentioned also the danger of coal-dust explosions. Every miner, when he goes underground, sets out on an adventurous quest as a sailor does when he puts to sea: it is quite appropriate that he should be described as "winning coal."

It is very interesting to look through Agricola's book with its many hundreds of fine drawings, two of which are reproduced on this page. Indeed, one gets a comprehensive view of the whole mining industry from these simple pictures; more readily perhaps than from the pictures of modern mines and their complicated machinery. Agricola, too, has the carefulness and the boldness to show us in the same picture not only the general arrangement of what he is illustrating, but all the necessary details as well. In some of the illustrations in his book Agricola shows various parts that one would naturally feel curious about, laid in order for our inspection; and the laws of perspective are not allowed to interfere when their neglect leads to greater effectiveness. Ingenious little touches add to the story, as when the man who has lit a fire against the rock—afterwards to be shivered by throwing cold water on it—beats a hasty retreat with his hand before his face; or as when the heat of the assay room is

## OLD TRADES AND NEW KNOWLEDGE: THE "WINNING" OF COAL

DRAWN BY G. H. DAVIS FROM MATERIAL SUPPLIED BY SIR WILLIAM BRAGG, K.B.E., F.R.S., ETC., IN ILLUSTRATION OF HIS ARTICLE. (COPYRIGHTED.)



### III .- "THE TRADE OF THE MINER": SIR WILLIAM BRAGG'S EXPERIMENTS AT HIS LECTURE.

In view of the dominant interest in the coal industry at present prevailing throughout the country, we give this week Sir William Bragg's abridgment of his lecture on "The Trade of the Miner," out of its order in the series as delivered at the Royal Institution. As in previous years, he has written abridgments of the six lectures for this paper, each accompanied by a page of diagrams specially drawn by Mr. G. H. Davis, under Sir William's direction, to illustrate the experiments made during the corresponding lecture. In the ordinary course the subject

this week would have been the trade of the weaver, but this and the remaining subjects—the trades of the dyer and the potter—will be dealt with on similar lines, in future numbers. The first two articles, which have already appeared, were devoted respectively to the trades of the sailor and the smith. This year, it may be mentioned, Sir William Bragg is also giving a set of broadcast talks on the same subjects as his lectures and articles. Eventually the complete series of lectures is to be published in book form by Messrs. Bell.

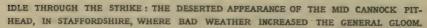
## THE COAL STRIKE: TYPICAL YORKSHIRE AND STAFFORDSHIRE PITS.

PHOTOGRAPHS BY EDGAR AND WINIFRED WARD AND NEWS ILLUSTRATIONS.



WHERE WORK WAS RECENTLY BROUGHT TO A STANDSTILL BY THE COMMENCEMENT OF THE COAL STRIKE: A TYPICAL MINE-HEAD IN YORKSHIRE—ONE OF THE CHIEF COAL-FIELDS IN THE NORTH OF ENGLAND.





After the General Strike had been brought to an end, the original dispute in the coal-mining industry still remained to be settled. On May 17 it was stated that the Prime Minister's proposals for settlement, on the lines of the Coal Commission's Report, had been considered both by the Central Committee of the Mining Association on behalf of the colliery owners, and by the delegate conference of the Miners' Federation. Both these bodies had referred the scheme to the various



USUALLY A HIVE OF ACTIVITY AT THE TIME THE PHOTOGRAPH WAS TAKEN: THE DESERTED "CREEPERS" TO THE SCREENING PLANT AT THE MID CANNOCK PIT.

districts of the industry for local discussion. The Government plan, as put forward by Mr. Baldwin, included further financial aid to the industry from public funds to the extent of £3,000,000, and the establishment of a Board, consisting of three representatives of each side, with an independent chairman, to frame a national wages and hours agreement governing the principles on which the general wage rates should be ascertained in each district.

## A GREAT STATESMAN: THE NATION'S TRUSTED LEADER.

From the Portrait by Glyn Philpot, R.A., in the Royal Academy. Copyright Reserved for Owner by Walter Judd, Ltd.



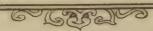
THE MAN WHO LED THE NATION THROUGH THE CRISIS: "THE RT. HON. STANLEY BALDWIN, M.P.":
THE ROYAL ACADEMY PORTRAIT OF THE PRIME MINISTER BY GLYN PHILPOT, R.A.

Mr. Baldwin's unwearying efforts to secure peace in the coal trade, and his splendid leadership throughout the General Strike, have greatly increased his personal prestige, and have won for him the gratitude of the nation. On his shoulders chiefly fell the heavy burden of carrying on the Government in one of the greatest political crises in the history of the country.

His guiding principle in politics has always been the co-operation of all classes for the general welfare of the community, and his influence has been used consistently to that end. These ideals find powerful expression in his new book," On England." Mr. Glyn Philpot's portrait of the Prime Minister, we may add, was painted for the Carlton Club.



## SCIENCE.





### "LEND ME YOUR EARS."

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Infancy of Animals," "The Courtship of Animals," etc., etc.

WHEN doctors differ, who shall decide? Quite recently, a German scientist made the dreadful announcement that this age of machinery and noise was perceptibly increasing the size of our ears—the effect of sustained stimuli. This caught the eye of an enterprising journalist, who rang up to know whether he might come and discuss the matter with me. He wanted me to forecast what would probably be the size of this appendage in the society beauty in, say, 2000 years' time! I had firmly to decline that interview. He had visions, apparently, of such a prodigious increase as entirely to spoil the effect of short skirts-if they were still in fashion. might even, on this suggestion, develop into cherublike wings, which would make of Sir Joshua Reynolds a seer as well as an artist. Of course, this pronouncement will worry only those who make it the business of their lives to consider the welfare of posterity. may regard ourselves as safe.

But now on the heels of this prophet comes

another, who writes to one of the newspapers as one having authority, since he subscribes himself " Here posterity, at any rate, is threatened Doctor. with a prospect quite as disconcerting, since we are told that our ears are steadily diminishing, and must in time disappear! Whatever charms the heroine of the future may display, a "delicate, shell-pink ear" will not be one of them. These two forecasts evidently cancel one another out. So we may dismiss "that sinking feeling," both for ourselves and our descendants. The ears of 2000 years hence will probably be neither larger nor smaller than they 2000 years ago.

These absurdities apart, this theme of ears, their size and shape, and their relation to the shifts for a living, is an interesting one. How did the human ear come by its shape? No really satisfying answer can be given to this question, because it differs in no essential features from that of the gorilla or the chimpanzee. And it is rather disconcerting to our vanity to reflect that in some individuals it may be

WITH THE LOBES OF HER EARS PIERCED AND DIS-TENDED TO HOLD LARGE ORNAMENTS: THE HEAD OF A NANDI GIRL

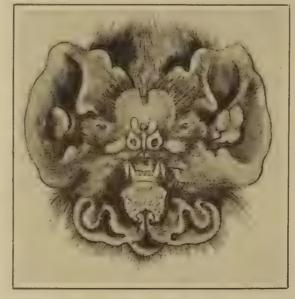
The Nandi women, among other savage tribes, enlarge the lobe of the ear and pierce its substance till it is large enough to carry "ornaments" of preposterous proportions. When these are taken out the arm can be thrust through the aperture, which is enlarged gradually till it is of the required size.

Photograph by Colonel Meinertzhagen

even more "ape-like" than in either gorilla or chim-panzee. For in the smaller apes, or "monkeys," the monkeys," the inturned edge which forms the outer border, or "helix," of the human ear is wanting, the region answering to the helix being flat, and terminating in a point, as in, say, a dog or a cat. In some human ears this point can still be seen, as a small projection of

the helix known as "Darwin's point," for he was the first to direct attention to this fact.

Ear-muscles, like those of other animals, including the apes, we all possess; but they are reduced to mere vestiges. Only a very few among us can effect any movement of the ears by muscular contraction, and then only to a very limited extent. And this is true



HEARING AND TOUCH COMBINED: THE EXTRA-ORDINARY EARS OF BLAINVILLE'S BAT, CONNECTED WITH LEAF-LIKE SKIN EXPANSIONS ROUND NOSE AND MOUTH.

The remarkable ears and face "ornaments" of the South American Blainville's Bat are more than usually grotesque, since they are to be taken as a delicate adjustment between the senses of touch and hearing.

also of the great apes. That it would be convenient if they were larger, enabling the ear to be moved forward, is shown by the fact that we habitually put up a hand to form a sort of ear-trumpet when desire to catch uncertain sounds: And it is probable that in primitive man the ear stood well out from the head, as in the chimpanzee. In some men, indeed. this is still the case, though it is not regarded among us as a mark of beauty. Man alone, civilised and savage, uses his ears as aids to decoration. The lobe of the ear, from time immemorial, has been used as a convenient place from which to suspend ornaments. Tastes differ, of course, but this custom seems to have been pushed to extremes in some African tribes, who first pierce the lobe, and then enlarge the opening till it is big enough to run the arm through it. Into this "envious rent" ornaments of various kinds are thrust, as in the case of the Nandi woman shown in the adjoining photograph.

We can never discuss the subject of the size of the human ear without taking note of the fact that we must be very wary in speculating as to the relationship between its size and shape and its function as a sound-collector. And this because it is of the same shape as in ourselves in the chimpanzee and the gorilla, both of which are forest-dwellers. Man's environment for hundreds of thousands of years has been otherwise. It is generally assumed that the great size of the ear in the chimpanzee, as compared to the gorilla, is related to the fact that the latter is a larger and much more powerful animal, so that the detection of sounds made by the approach of enemies is not a matter of vital importance. The chimpanzee, on account of its smaller stature, is supposed to have need of good hearing. Its mode of life does not seem to warrant this conclusion; moreover, it is by no means a creature which can be attacked with

That ears, to some animals, are appendages of vital importance there can be no question. Let us take the Bats, for example. These stand easily first among the mammalia in regard to this matter of ears. For in them these appendages take the most amazing shapes; and they are associated with equally remark able leaf-like expansions of skin around the nose and mouth. From the intimate association of the two it would seem that the ears are only partly subservient

to hearing, a part of their functions being to act as tactile organs in association with the leaf-like outgrowths of the face. How extremely complex these may be is shown in the adjoining photograph. In some species there is but a slender leaf projecting from the nose, while the ears have become welded together to form a huge upstanding shield surmounting the head, as in some African bats. Some of the African antelopes, such as live in reed-swamps and thick scrub, have huge ears. The sheep and goats, in a wild state, are short-eared. Wild cattle show a great range of difference in this matter. Some, like the buffalo, have large ears; in the bison they are conspicuously

The difference, which is striking, between the horses and the asses in this matter of ears is not easily explained, unless we suppose that the latter lived originally in jungles of long grass, such as to this day zebras will hide in, when such cover is to be had. Like their relatives, the antelopes and deer, they possess a well-developed musculature, so that the ear can be turned in all directions, and each ear independently of the other. Few other animals, indeed, are so well endowed in this matter. In so far as size alone is concerned, the African elephant surpasses all other animals, for its ears may measure over three feet across and nearly five feet deep!

Having regard to what has been said at the beginning of this essay, it would be well to remark that ears degenerate when they have ceased to be useful. The eared seals, for example, possess but the merest vestiges of ears, projecting from the head as a tiny, hairy rod. In the seals even this is wanting, though in the grey seal a trace of an ear is sometimes to be found. In the whale tribe not only is there no trace of an ear, but the aperture leading to the middle ear can only be found by the aid of a lens.

Finally, mention must be made of the fact that under domestication man has contrived to produce breeds with enormous ears, though the wild parent species may have been conspicuously short-eared—as, for example, in certain breeds of sheep and goats, where the ears are very long and pendent. Wild dogs have "prick" ears, but some domestic breeds have them long and pendent. The "lop-eared" rabbit is the most remarkable of all. Indeed, in a wild state such appendages would be impossible. But Nature rarely overdoes anything, and though man, in the case of his domesticated animals, can grossly enlarge or reduce, where the material is of a "plastic nature, in the course of a hundred years or so, Nature takes thousands of years. In the matter of our ears we shall be guided by Nature.



LARGE, OUTSTANDING EARS OF THE A FEATURE REPRESENTING A PRIMITIVE STAGE IN MAN'S DEVELOPMENT, BUT NOW CONSIDERED AS UNDESIRABLE.

#### THE ROYAL ACADEMY, 1926: THE KING'S PORTRAIT; AND OTHERS.

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"THE RIGHT HON. JAMES RAMSAY MACDONALD, M.P."
BY AMBROSE McEVOY, A.R.A.



"H.M. THE KING." BY RICHARD JACK, R.A.



"MISS GLADYS COOPER." BY SIR WILLIAM ORPEN, R.A.



"THE EARL OF DERBY, K.G." BY SIR WILLIAM ORPEN, R.A.

Mr. Richard Jack's portrait of the King in Field-Marshal's uniform, with Garter robes, is of particular interest. It was commissioned originally by a London borough council for their town hall, and, as his Majesty had so far been unable to grant sittings, but had lent uniform and insignia, Mr. Jack had begun the work with the aid of a photograph and a lay figure. One day he received a telephone summons to bring his picture to Buckingham Palace, and the King was so pleased with it that the same afternoon he and the Queen drove to Mr. Jack's studio in Earl's Court. "The Queen,"

said Mr. Jack, "displayed a great interest in my work, and sat and watched during the sitting. . . . Their Majesties came unattended and stayed for over an hour, which enabled me to catch an expression of the King and also to memorise points of character. He was an excellent sitter." At his Majesty's request, the Academy granted an extension of time for the completion of the picture—a favour which, as recorded in Farington's Diary for April 1801, was refused to Sir Thomas Lawrence for finishing a portrait of the Princess of Wales. The King has since bought Mr. Jack's picture himself.

#### THE ROYAL ACADEMY, 1926: "SUBJECT" PICTURES FROM

MR. DAVID JAGGER'S "EVE" FROM A PHOTOGRAPH BY PAUL LAIB,



"THE PASSING OF JOHN SARGENT: MEMORIAL SERVICE IN WESTMINSTER ABBEY, APRIL 24, 1925." BY FRED ROE.



\*VICTORY BRIDGE, CHARING · CROSS : A VISION." BY W. L. WYLLIE, R.A.



"CIRCE." BY J. CHARLES DOLLMAN.



"MANTELPIECE DECORATION." BY PHILIP CONNARD, R.A.



"EVE." BY DAVID JAGGER.

Most of these pictures are self-explanatory, and require no comment or elucidation; but there are two of them about which a few notes may be of interest. Mr. W. L. Wyllie's "Victory Bridge, Charing Cross: a Vision," is his imaginary solution of a problem that has just been exercising the minds of the London County Council and the Traffic Advisory Committee of the Ministry of Transport. On April 27 the L.C.C. rejected an amendment, moved by Mr. H. Morrison, that negotiations should be opened "with a view to the construction of a bridge (road and railway) at Charing Cross, and the abolition of the existing unsightly Charing Cross railway bridge." It was pointed out, in opposition to this suggestion, that such a scheme would cost about £15,000,000, which was not available. The Traffic Advisory Committee has since reported to the Prime Minister on the subject of Thames bridges. They consider that the pressing

#### MODERN LIFE, LITERATURE, LEGEND, AND NATURE.

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"AMONG THE LOTUS." BY ARTHUR WARDLE,



"PORTRAIT OF A SURGEON." BY SIR WILLIAM ORPEN, R.A.



"THE TARGET." BY ELEANOR FORTESCUE-BRICKDALE,



"ST. IVES: HERRING TIME." BY W. L. WYLLIE, R.A.



questions are the construction of a new bridge near St. Paul's and the rebuilding of Waterloo Bridge, while the proposed Charing Cross Bridge is less urgent. Mr. Wyllie's "visionary" bridge has end buttresses representing, apparently, the bows of Nelson's "Victory." --- Mr. David Jagger's "Eve" has a curious history. Last year it was rejected by the Academy, and at Liverpool one adverse vote prevented its purchase for a public collection. This year it has been hung on the line at Burlington House. The explanation is that the Selection Committee varies every year, except the President. The picture represents the artist's wife quizzically regarding a bronze statue of Eve, and it was Mrs. Jagger who persuaded her husband to submit it again to the Academy. He made a reputation during the war with "The Conscientious Objector" and "The Bolshevik." Except last year, he has not missed exhibiting at the Academy since 1916.

#### THE ROYAL ACADEMY, 1926: OPEN-AIR LIFE BY LAND AND SEA.

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"PUNCH: LOWESTOFT." BY CAMPBELL A MELLON.

"US RIDING." BY G. SPENCER WATSON, A.R.A.



"THE LOLLARDS' TOWER, LAMBETH PALACE." BY R. VICAT COLE



"ALCANTARA BRIDGE, TOLEDO." BY OLIVER HALL, A.R.A.



"'I WILL NOT ABANDON YOU'-INTERNATIONAL CODE." BY NORMAN WILKINSON.



"IN THE HEAT OF THE DAY." BY ARTHUR WARDLE.

Of the artists represented on this page, the one best known to our readers is Mr. Norman Wilkinson, the distinguished painter of marine subjects, whose work has frequently been reproduced in our pages. He it was who, during the war, originated the camouflage system of "Dazzle Painting" for the protection of merchant ships from German submarines, a method that was adopted by all the Allied nations. Mr. Wilkinson is also the author of a book entitled "The

Dardanelles: Colour Sketches from Gallipoli." He holds the position of marine painter to the Royal Yacht Squadron. The subject of his picture above reproduced is one which typifies that brotherhood of the sea of which many examples occurred during the Atlantic storms of the past winter, notably the heroic rescue of the crew of the British cargo-steamer, "Antinoe," by the American liner "President Roosevelt."

THE ROYAL
ACADEMY,
1926: PORTRAITURE;
TURF
SCENES;
"SUBJECT"
PICTURES.

"THEIR MAJESTIES"

RETURN FROM ASCOT":

BY ALFRED J.
MUNNINGS, R.A.





""SAUCY SUE" WINNING THE OAKS, 1925."
BY ALFRED J. MUNNINGS, R.A.



"THE STUDIO OF A PAINTER OF FÊTES GALANTES."
BY CHARLES SIMS, R.A.

"IN CAMERA."

BY FREDERICK

W. ELWELL.



SIR JOHN BLAND-SUTTON, BT., PRESIDENT, ROYAL COLLEGE OF SURGEONS." BY THE HON, JOHN COLLIER.



The work of the famous sporting painter, Mr. Alfred J. Munnings, always attracts great attention at the Royal Academy, and this year it has an added interest from the fact that one of his pictures, as seen above, contains portraits of the King and Queen, the Prince of Wales and one of his brothers, driving back from Ascot in their State carriage after the races. The finish

of the Oaks last year is also a popular subject. Sir John Bland-Sutton, whose portrait by the Hon. John Collier is one of the most notable in this year's exhibition, is well known, not only as an eminent surgeon, but also as a connoisseur of the arts and a distinguished figure in Society. His house in Brook Street is noted for its decorative interior,

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#### **BOOKS**

new book has a vital bearing on a current crisis. Such, however, is one by that great man at present guiding our national affairs—a man who is no less great because he is quiet and business-like and unrhetorical. The book I mean is "On England: AND OTHER ADDRESSES," by the Right Hon. Stanley Baldwin, P.C., M.P., First Lord of the Treasury and Prime Minister of Great Britain (Philip Allan; 12s. 6d. net). Mr. Baldwin makes it clear, in his modest preface, that he "was consenting unto" this publication, rather than its originator. It is a collection of non-partisan speeches on many subjects—industry, patriotism, social service, literature, art, religion, famous men, and personal reminiscences—speeches made on various occasions in various places, and printed just as they were set down by the reporter. There are not many speakers, I think, who would emerge so successfully from such a test—whose spoken words would bear in print the stamp of literature.

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such a test—whose spoken words would bear in print the stamp of literature.

The Prime Minister's genial humour enlivens the whole book, but still more marked is his intense political earnestness, his burning enthusiasm for the public welfare. "There is only one thing," he says, "which I feel is worth giving one's whole strength to, and that is the binding together of all classes of our people in an effort to make life in this country better in every sense of the word. That is the main end and object of my life in politics." Amid the clamour of the moment over

the coal dispute, it is reassur-ing to have such a man at the head of the Government.

Mr. Baldwin's book is also Mr. Baldwin's book is also topical in connection with another public event — the opening of the Academy Exhibition — for it contains a speech at an Academy banquet, where he made amusing re-marks on Cabinet-making. "To make a Cabinet," he says, "is like making a jig-saw puzzle fit." I find the same trouble with these reviews, in dove-tailing them together into a coherent article. Thus I from political to actual Thus I pass actual carpentry in "THE ENCYCLOP BDIA OF FURNITURE," with 659 illus-OF FURNITURE," with 659 illustrations arranged on 320 plates. Compiled by authorities in various countries, under the general direction of Dr. Hermann Schmitz, of the Schloss Museum, Berlin, and with an Introduction by H. P. Shapland, Editor of the Cabinet Maker (Ernest Benn, Ltd.; 125 net). A sub-title describes Maker (Ernest Benn, Ltd.; 42s. net). A sub-title describes the work as "An outline history of furniture design in Egypt, Assyria, Persia, Greece, Rome, Italy, France, the Netherlands, Germany, England, Scandinavia, Spain, Russia, and in the Near and Far East up to the middle of the nineteenth century." The author has thought in cenauthor has thought in cen-turies rather than in decades, and has given a conspectus of the whole evolution of furniture from the earliest ages. In short, he has adopted the "outline"

method already applied by H. G. Wells and others to history, literature, art, and science. Furniture deserves an "outline," for it figures much in

of King Arthur, the Chair of St. Peter, "the stool of repentance," or the Throne as a symbol of sovereignty in all lands; while in religion we remember the Carpenter of Nazareth. The making of furniture, I suppose, was one of the earliest arts of man, and one of the first to reach a high degree of perfection, as was shown for example, by high degree of perfection, as was shown, for example, by the contents of Tutankhamen's tomb. This monumental volume traces broadly the growth of furniture design through some 3000 years. Its exquisite photographs are taken from ancient sculpture and paintings, or in modern times direct from the objects.

Emerging from an inspection of civilised man's household gods, I leave his front door to examine an equally vital work of his invention, as described in "The Highway and Its Vehicles," by Hilaire Belloc; edited by Geoffrey Holme; with about 100 illustrations, including twenty-four mounted plates in colour ("The Studio"; £3 3s. net). The whole edition of this large and delightful volume is limited to 1250 numbered copies, and there will be no reprint. (For collectors—verb sap.) Mr. Belloc has done for the road and its traffic what the last-mentioned book has done for furniture, and his work has two additional for the road and its traffic what the last-mentioned book has done for furniture, and his work has two additional attractions—first 'as being an original study by a distinguished British writer and historian; and secondly, from the lavish use of colour in the illustrations. The quality of the reproductions (from old prints and paintings and illuminated manuscripts) reaches the highest level. The vehicle, he says, preceded and caused the highway, and

was itself hade possible by that this and distant gentles who first devised a wheel, and, like many inventors, has been consigned to anonymity and oblivion. If one may believe a poet, he suffered even worse things, for in "The Song of the Wheel," by G. Stewart Bowles, here quoted

They stoned him at their altars till he died, Bound head to heel,
And sank his broken body in the tide—

This poetical allusion to "the tide" leads naturally This poetical allusion to "the tide" leads naturally to another and later development of man's constructive capacity, recorded in "The Ship Under Sail: The Splendour of the Sailing Ship Through the Ages," by E. Keble Chatterton; with thirty-six illustrations (Fisher Unwin; ros. net). "It is now seventeen years," says the author, "since I wrote my 'Sailing Ships and Their Story,' which has been accepted in Europe and America as a standard work. But a new generation has since grown up, a fresh phase has come over the sailing ship, a big war has intervened, and there has been begotten a vast interest in the subject which did not exist a couple of decades back. . . . This is, then, an entirely new of decades back. . . This is, then, an entirely new volume." I am not competent to pronounce on nautical technicalities, albeit, as a boy with artistic proclivities, I spent much time in producing probably highly

was itself made possible by that dim and distant genius in full, we read-

And took his wheel.

Closely associated with the last-named book is "Alphonse Legros," with Introduction by Malcolm C. Salaman; No. 9 in "Modern Masters of Etching" ("The Studio"; 5s. net). Both the vigorous art and the sympathetic personality of the great French etcher are attractively set forth, and the illustrations, given in adequate size, maintain the high standard of the Studio in reproduction. The career of another famous French artist is recorded in "Louis Barye," by Charles Saunier; translated by Wilfrid Jackson; with forty illustrations; "Masters of Modern Art" series (Lane; 5s. net). Barye's fame (Lane; 5s. net). Barye's fame rests mainly, of course, on his sculpture—big game being his speciality—but he also did notable work in water-colour and lithography.

Mr. Sparrow

beautifully reproduced.

'the most notable artists are those occasional men of

In spite of all temptations To belong to other nations

remained Englishmen, like Rowlandson and Hogarth, Girtin and Blake, Constable, Cotman, David Cox, Holman Hunt, and Madox Brown." Foreign etchers who have worked in this country are segregated in Part I., while Part II. is devoted wholly to the British Schools. Among the "foreigners" are classed Herkomer, as "a thorough Bavarian," and Whistler, as representing "the adaptive confidence and subtlety of America's enterprise." A chapter is given to Alphonse Legros. The book contains a wealth of biographical appreciation, and the etchings are beautifully reproduced.

contends that

genius who-

Of kindred interest is "An ARTIST'S LIFE IN LONDON AND PARIS: 1870 TO 1925," by A. Ludovici; illustrated (Fisher Unwin; 12s. od. net). The "plum" of these chatty remincontributors. In former years I was often deputed to inter-

"plum" of these chatty remin-iscences is the author's long friendship with Whistler, of whom he tells new and amus-ing anecdotes. There is also a good deal about another famous American etcher, the late Mr. Joseph Pennell, whose recent death in New York deprived this paper of one of its most eminent occasional contributors. In former years view him at his studio flat in the Adelphi. He struck me as but quite without "side" or affectation; moreover, I was always treated kindly, and as man to man.

A valuable new work of referby a well-known authority on his subject, is "A DICTIONARY OF PAINTERS OF MINIATURES" of Exhibitions, Collections, and Sales; by the late J. J. Foster, F.S.A.; edited by his daughter.

F.S.A.; edited by his daughter, Ethel M. Foster (Philip Allan; 21s. nct). To the Kai Khosru Monographs on Eastern Art, edited by Arthur Waley, has been added a finely illustrated volume, "BYZANTINE ART," by Hayford Peirce and Royall Tyler; with 100 plates in collotype (Ernest Benn, Ltd.; 21s. nct). The story of Byzantine art, as here told, begins with Diocletian and ends with the sack of Constantinople by the Franks in 1204. There is a detailed description of each plate, of historical as well as artistic interest. A long way east of the Bosphorus, far other forms of inspiration and their effects are described in "The Charm of Indian Art," by W. E. Gladstone Solomon; Illustrated (Fisher Unwin; 10s. 6d. nct). The author, who is principal of a school of art in Bombay, has much that is interesting to say of the modern Indian student, and also of the art that springs from religious and social custom. The illustrations are comparatively few and unimpressive.

Bringing up the rear of my "regiment" are two useful Bringing up the rear of my "regiment" are two useful little books of a practical type. "Sketching in Lead Pencil for Architects and Others," by Jasper Salwey, A.R.I.B.A. (Batsford; 7s. 6d. net), "sweetly and nimbly recommends itself" by the charm of the many drawings. Those of old streets in St. Malo remind me of my last summer's holiday. For my next, I trust no ominous forecast lurks in "Clouds: and Weather Phenomena," for Artists and Other Lovers of Nature, by C. J. P. Cave (Cambridge University Press; 5s. net). Science here offers a helping hand to art, on the principle that the skyscape-painter should know a little meteorology, just as the figure-painter studies anatomy.

C. E. B.



A "DISTANT PROSPECT" OF ST. PAUL'S IN THE ACADEMY, SUGGESTING ST. PETER'S AT ROME: "LONDON FROM WATERLOW PARK, HIGHGATE," BY R. VICAT COLE.

London as seen from the heights of Highgate and Parliament Hill is very impressive, with the dome of St. Paul's rising amid a vast expanse of lesser buildings, and dominating the scene, as St. Peter's dominates Rome. But it needs the element of trees and open spaces to lend the drab monotony of the metropolitan scene any resemblance to the Eternal City, and this effect the artist has cleverly achieved by his somewhat idealised foreground in Waterlow Park, with its contrasts of soft sunlight and dark masses of foliage in the Italian manner. [Copyright Reserved for Owners by Walter Iudd, Ltd.]

inaccurate representations of sailing craft, particularly men-of-war exchanging broadsides.

I am, however, inherently qualified, as an "old boy," to appreciate "The Boy Through the Ages," by Dorothy Margaret Stuart; with four colour-plates and 195 illustrations in the text (Harrap; 7s. 6d. net), although the author ends her record with Dr. Arnold and "Tom Brown's School Days"—a little before my time. As the author of "Sword Songs" (a prize-winning poem at the last Olympic Games), which I noticed in this page recently. Mrs. Stuart has the which I noticed in this page recently, Mrs. Stuart has the right temperament, with her love of martial things, to understand boyhood, and she combines insight with eruunderstand boyhood, and she combines insight with erudition, tempered by an easy, readable style. She describes the life and pursuits of boys, at work or play, in successive periods of history, and gives many an anecdote about the youthful days of famous men. For the earlier periods, as in "The Encyclopædia of Furniture," the illustrations are drawn largely from ancient sculpture, and for the later, as in Mr. Belloc's book, from mediæval and modern art. It is a fascinating little book on a fascinating subject.

In Academy week it is appropriate to review a regiment In Academy week it is appropriate to review a regiment of books on art, led by a portly tome entitled "A Book of British Etching," from Francis Barlow to Francis Seymour Haden, by Walter Shaw Sparrow; with illustrations of 156 etchings (John Lane; The Bodley Head; 31s. 6d. net). The mainspring of the author's criticism is a protest against submission to foreign theory and a plea for native British originality. He treads heavily on the dictum of Mr. Clive Bell, uttered in 1913, that our pictorial art had been "for two centuries . . . the laughing-stock of Europe." stock of Europe.'

#### THE ROYAL ACADEMY, 1926: INDOOR LIFE-RECREATIONS AND HOBBIES.

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"CHAMBER MUSIC." BY FRANK O. SALISBURY.



"A DELICATE OPERATION." BY ARTHUR D. McCORMICK.



"THE CHESS PLAYERS," BY L. CAMPBELL TAYLOR, A.R.A.



"LOT THIRTEEN." BY CHARLES SPENCELAYH.

We have grouped on this page a quartette of pictures which, though by different artists, bear a close affinity to each other in the matter of subject, as distinct from considerations of technique. They all represent scenes from indoor life—entertainments, games, and hobbies—and, while they might be classed as "interiors," they possess the added interest of the "subject picture" and the "figure study." The "interior" in Mr. Salisbury's "Chamber Music" is, of

course, somewhat idealistic, and is to be regarded, probably, as a setting designed for decorative effect. In Mr. Campbell Taylor's "Chess Players" the value is more in the skilful suggestion of mental absorption portrayed in expression and attitude. The obsession of hobbies is cleverly conveyed in Mr. McCormick's study of a model-ship builder, and in Mr. Spencelayh's picture of the old collector confronted by the tragedy of an unlucky number.

#### THE ROYAL ACADEMY, 1926: THE DEPARTMENT OF THE "INTERIOR."

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"REMBRANDT'S STUDIO:" BY FRANK E. BERESFORD.



"THE GOTHIC ROOM (DR. AND MRS. HAMILTON RICE)."
BY SIR JOHN LAVERY, R.A.



"THE STATE DINING-ROOM." BY L. CAMPBELL TAYLOR, A.R.A.



"INTERIOR." BY A. VAN ANROOY.

Notable "interiors" are to be found in this year's Academy, painted, as usual, by artists who have specialised in that class of subject. Thus Sir John Lavery's "Gothic Room (Dr. and Mrs. Hamilton Rice)" is an addition to his well-known series of "portrait interiors," a novel form of portraiture which he has initiated within the last year or so. He held an exhibition of them at the Leicester Galleries last October, and another later in New York. The pictures represent

rooms in the houses of well-known people, with the owners as small figures. Mr. Campbell Taylor's "State Dining-Room" is reminiscent of his picture exhibited at Burlington House last year—"In the Town Hall, Liverpool." Similarly, Mr. A. van Anrooy has chosen another "corridor" or "vestibule" effect in his "Interior," which resembles that of his last year's work, "No. 182, Ebury Street." His new picture shows the entrance hall of the Albemarle Club.

#### THE GUARDS RETURN FROM STRIKE DUTY: A GREAT CITY WELCOME.

PHOTOGRAPH BY TOPICAL.



RETURNING FROM VICTORIA PARK TO ALDERSHOT AFTER THE GENERAL STRIKE: THE 1ST BRIGADE OF GUARDS, WITH MASSED BANDS, MARCHING THROUGH THE CITY PAST THE ROYAL EXCHANGE AND THE MANSION HOUSE.

Londoners were treated to an impressive military pageant on May 18, when the 1st Brigade of Guards, which had been quartered in Victoria Park, Hackney, and in the London Docks area, during the General Strike and for some days afterwards, marched through the City to Waterloo, there to entrain for the journey back to Aldershot. The Brigade comprised the 2nd Battalion Grenadier Guards, 2nd Battalion Coldstream Guards, and 1st Battalion Irish Guards, and was accom-

#### "DEMOBILISATION" AND "RESUMPTION" AFTER THE STRIKE:

PHOTOGRAPHS BY I.B., PHOTOPRESS, L.N.A.,



AFTER THE STRIKE: STEEL-HELMETED MEMBERS OF THE NEW CIVIL CON-STABULARY RESERVE ARRIVING AT HEADQUARTERS IN VOLUNTEER-DRIVEN MOTOR-BUSES.

UNUSUAL INTEREST IN A TRAM: A CROWD AT NEW CROSS, MARSHALLED BY

POLICE, GATHERED TO WATCH THE FIRST TRAM LEAVE THE DEPOT AFTER



A FINAL PARADE AT THE TOWER OF LONDON AFTER THE STRIKE: CITY
"SPECIALS" (INCLUDING MANY OXFORD AND CAMBRIDGE UNDERGRADUATES)
ABOUT TO BE DISBANDED.



CLEARING UP IN HYDE PARK AFTER THE END OF THE GENERAL STRIKE:
PACKING BLANKETS USED BY VOLUNTEERS FOR RETURN TO ARMY STORES.





On the termination of the General Strike, many well-deserved tributes were paid to the men and women who had enabled the country to carry on during the crisis. The Prime Minister, in a special message to the Chief Civil Commissioner, expressed on behalf of the nation his highest appreciation of the services rendered to the State by the many thousands of volunteer workers. The Special Constables and the new Civil Constabulary Reserver also received their due meed of praise. The Lord Mayor thanked the City "Specials" after inspecing them at the Mansion House. Colonel St. John Fox, Commandant of the Headquarters Central División of the Metropolitan Special Constabulary Reserve, before dismissing the Division on Saturday, May 15, said: "You have done, your work magnificently." This section of the force worked from Scotland Yard, and had increased their membership from 400 to 3000, including eight Peers and

#### LONDON "SPECIALS," "CIVILS," AND VOLUNTEERS DISBAND.

CENTRAL PRESS, TOPICAL, C.N., AND G.P.U.



THANKING VOLUNTEERS WHO SERVED AT THE MOTOR PARK, HORSE GUARDS & PARADE: COL. WILFRID ASHLEY, M.P., MINISTER OF TRANSPORT—SHOWING VISCOUNT CURZON (RIGHT).



CHECKING AND PACKING ARMLETS USED BY SPECIAL CONSTABLES DURING THE STRIKE, FOR RETURN TO STORE: MEN OF THE ORDNANCE CORPS AT WORK.



RESUMPTION OF WORK ON THE RAILWAYS: A BUSY SCENE AT PADDINGTON, WITH A MASS OF MAIL-BAGS AND GOODS ACCUMULATED DURING THE STRIKE.



SORRY TO PART WITH THEIR FOUR-FOOTED, FRIENDS ON THE TERMINATION A OF THE STRIKE: CLERKS AT EUSTON GROOMING THE HORSES OF THE LMS. RAILWAY COMPANY.



eleven Members of Parliament. It has now been decided to maintain the permanent force of "Specials" at Scotland Yard at a thousand strong. After the strike there were busy scenes of "demobilisation" in Hyde Park, which had been used as the centre for the supply of milk and other food, and it was arranged to reopen the Park to the public on Thursday, May 20. During the strike, 5,000,000 gallons of milk were dealt with, and on one day 1250 formers were used to convey churms. Sir William Price, the controller, stated that all the arrangements had been successful, and, besides the milk, thousands of tons of flour, meat, bacon, sugar, condensed milk, fruit, and other supplies had been distributed. When it was all over, there was much work to be done in packing and returning stores, and dismantling the temporary huts in the Park, with the gas, light, and water systems which had been installed.

THANKING THE
CITY OF LONDON
SPECIAL
CONSTABLES
FOR THEIR
VALUABLE
ERVICES DURING
THE STRIKE:
THE LORD
MAYOR OF

MAYOR OF
LONDON
(SIR WILLIAM
PRYKE)
ADDRESSING THE
CITY
"SPECIALS"
AFTER HAVING
INSPECTED THEM
AT THE
MANSION HOUSE.

#### A FORM OF TRANSPORT THE STRIKE INTRODUCED TO MANY NOVICES.

COPYRIGHT PHOTOGRAPH BY CAPTAIN ALFRED G. BUCKHAM, F.R.G.S.



"NOT A SINGLE CIVILIAN AEROPLANE IN THE COUNTRY ESCAPED STRIKE SERVICE": AN AIR-PASSENGER'S VIEW AT A HEIGHT OF ABOUT 2000 FEET.

The transport difficulties occasioned by the General Strike gave a great fillip to Civil Aviation, and there were scenes of extraordinary activity at Groydon Aerodrome and at Lympne. The extent of this can be judged from some figures given by the Air Correspondent of the "Daily Telegraph," who said the other day: "Some Idea of the amount of business done will be seen from the fact that the daily average of termic dealt with by Imperial Airways alone amounted to 160 passengers and 10 tons of freight. On eday this Company transported 200 passengers." The De Havilland Aircraft Company also dealt with an immense amount of transport, carrying on its operations chiefly at Lympne, where there was a centre for the reception and distribution of newspapers. Working from Groydon also was the Air Union, the French

Line, which had more than double its usual traffic. The Royal Air Force carried a certain number of urgent mails. "Not a single civilian aeroplane in the country escaped strike service of some kind. The French and Dutch companies also were working to their utmost capacity." The strike-time flying was particularly interesting from the fact that it introduced many people to air-travel for the first time; and they, in particular, should take exceptional interest in this photograph as showing what, perhaps, they had never imagined, and certainly had never viewed before, the appearance of the "map-like" carth as seen from a height of about two thousand feet. The picture is entitled "A Stormy Evening—Rain Falling in the Distance."

#### Civil War in the Far East: With the "Allied" Armies Before Their Capture of Peking.



AGED ONLY TWELVE AND THIRTEEN: YOUTHFUL "SOLDIERS THREE" OF WU PEI-FU'S ARMY (ONE OF THE "ALLIED" GROUP) DURING THE OPERATIONS NEAR PEKING EARLY IN APRIL.



SON OF CHANG TSO-LIN, WAR LORD OF MANCHURIA (ALLIED WITH WU PEI-FU AGAINST THE KUOMINCHUN): GENERAL CHANG HSIAO LIANG, KNOWN AS "THE YOUNG MARSHAL," ENTERING PEKING BY TRAIN.





BESIDE THE TRAIN IN WHICH THEY WERE
QUARTERED: SOLDIERS OF WU PEI-FU,
AND THEIR COOKING-POTS.

INCLUDING (1) GENERAL CHANG HSIAO LIANG, SON OF MARSHAL CHANG TSOLIN, AND (2) GENERAL CHANG CHANG, TU-PAN OF SHANTUNG PROVINCE:
MANCHURIAN OFFICERS WATCHING THE FIGHTING NEAR PEKING.

WITH A FIELD-GUN INSIDE AND A SEARCHLIGHT ON TOP: A WU PEI-FU ARMOURED
TRAIN NEAR PEKING.



These photographs were taken early in April, while the "allied" anti-Bolshevik forces of Chang Tso-lin and Wu Pel-fu were advancing on Peking, which they afterwards occupied, driving out the Kuominchun (National) armies. In a message from Peking, on May 17, the "Times" correspondent said: "There have been no

important developments in China since the British strike began. The 'allied' armies continue to contain the Kuominchun in the Nankow Pass (30 miles northwest of Peking), and artillery fire occasionally audible indicates desultory fighting. Mr. W. W. Yen, Prime Minister in 1924, reassumed office last week."

#### Civil War in Eastern Europe: The Revolution in Poland—Personalities of Both Sides.







Installed as Provisional The President who Re-President: M. Rataj, signed after the Coup: Fight Marshal Pilsud-Speaker of the Diet. M. Wojciechowski. ski: General Haller, saw Fighting: M. V



SIGNED AFTER THE WAR-



WHERE PRESIDENT WOJCIECHOWSKI AND THE WITOS CABINET WERE BESIEGED BY MARSHAL LEADER OF THE REVOLUTION: MARSHAL PILST PILSUDSKI'S TROOPS, AND ESCAPED BEFORE ITS CAPTURE: THE PRESIDENTIAL PALACE IN MINISTER OF WAR IN THE NEW PROVISIONAL WARSAW, CALLED THE BELVEDERE.

A PRESIDENTIAL ELECTION.



PILSUDSKI, WHO BECAME IAL GOVERNMENT, PENDING

On May 14 the Belvedere was taken, and a government was formed, with Marshal Pilsudski as War Minister and M. Rataj, Speaker of the Diet, as President. Later, General Haller was reported to be marching from Posen against Marshal Pilsudski with an army of 10,000 men.

The Revolution in Poland began on May 12, when Marshal Pilsudski entered Warsaw with four regiments. M. Witos (the Premier) refused to resign, and, with his Ministers and President Wojciechowski, took refuge in the Presidential Palace, known as the Belvedere. The Warsaw garrison went over to Marshal Pilsudski. Photographs by L.N.A., Fernstadt, Keystone, Barratt, and Karolyecherski.





#### His True Love.

From the time a young man smokes his first real pipe, he crosses the threshold of what is sometimes a life-long search the quest of the ideal. From mixture to flake and back again to mixture, brand after brand, this blend and that blend all are explored and sampled with the keenness and avidity of youthful enthusiasm. And all the time his "taste" is being formed and moulded - his judgment is ripening.

It is only when he comes to "Craven" the tobacco de luxe of this generation that he feels his quest has ended. That he has discovered the fragrant mixture which will give him a lifetime of cool peace-bestowing pipe comfort—his true smoking love at long last.

Sir James Barrie was so enthusiastic that he immortalised its superior charms as "A Tobacco to Live For."



Always behaves its best-no derangement of the original blending



#### "EAST AND WEST OF HELLESPONT." By Z. DUCKETT FERRIMAN.\*

THE first of the myriad fragments of the Ferriman mosaic-of-fifty-years were garnered in Smyrna; tesseræ crackled by time, lost units of fascinating frames tesseræ crackled by time, lost units of fascinating frames and perfect pictures, parts of a patchwork of lasting memories. Their seeker has conserved them lovingly; has found them fellows; and now exhibits a collection to be coveted. It is very well, for the scenes they form are transient—numbers, in fact, have passed from sight, and are as deep-buried as the cities below Jerusalem the new and mutable. "Was once" is the story of many; many are veiled in the mists that rise from Lethe; many are falling before jazzing trumpets and strident shouts.

many are veiled in the mists that rise from Lethe; many are falling before jazzing trumpets and strident shouts.

Let us see them as they are recalled.

Harbourless Smyrna, redolent of mastika, the gummy cocktail of the Levant, and of toombak, the tobacco of the purring nargileh; Smyrna the racial olla-podrida in which country means no more than Consulate; Smyrna with the hill-side tomb of St. Polycarp, who knew St. John at Ephesus—"a small whitewashed edifice looking far too modern for the grave of a saint who was martyred in A.D. 155.")

in A.D. 155.")

About it, the tarn whose waters are supposed to hide Tantalus; the Two Brothers; and the cyclopæan remains called Old Smyrna; and, in the vaguely defined "Interior," called Old Smyrna; and, in the vaguely defined "Interior," Magnesia, where there was communistic government in 1419; Niobe—or, maybe, Cybele—the tearful Image of Stone on arid Sipylus, "a vestige of antiquity in the days of Homer"; and the sad Ephesus, capital of the Roman province of Asia, with the Temple, the Gymnasium, the Pnytaneum, the Theatre, "the Cave of the Seven Sleepers, the tomb of Androclus, the founder of the city of the eleventh century B.C., the equally problematic tomb of St. Luke."

Then Aidin, which was Tralles, and boasts Imperial

eleventh century B.C., the equally problematic tomb of St. Luke."

Then Aidin, which was Tralles, and boasts Imperial Roman arches, the Three Eyes; the site of Nyssa; and Sultan Hissár—and, in the six miles between, relics of the long lost: "What impressed . . . was the frequent recurrence of statues in the drystone walls—statues with their heads knocked off, in order to make the fragments flush with the surface of the wall." Thus it was also at the foot of Tmolus, where Hypæpa, a centre of Persian fire-worship, may have been. There nestled "an extraordinary village, built almost entirely of ancient remains. The little mosque was a mosaic of marble and porphyry, the ornate carving of some of the fragments contracting oddly with the rude edifice. The squat pillars stood on inverted Corinthian capitals which served as bases. The doorstep of the Kaveh-Khaneh opposite—a mere hut—was formed of two similar capitals, and a third, hollowed out to form a drinking trough, stood a yard or two from the doorway, whose jambs, lintel and threshold were antique cornices. Broken columns, lying on the ground, served as benches."

So to other journeying: to deserted Laodicaea; Hierapolis, whose imposing remains make mean even the ruins of Pompeii; the site of Colossæ, where dwelt the Colossians to whom St. Paul wrote; Dinair, which is full of carved marble serving purposes for which the dwellers in Apamæa did not intend it; and the source of the Mæander, child of the Bunar Bashi, the Flute Spring, where are the reeds from which the flutes were made, "such

the Flute Spring, where are the reeds from which the flutes were made, "such as the double pipes on which Athene played."

And, on various occasions, to gardenlike, minareted, oriental Broussa, falsely reported to hold as many mosques as there are days in the year; through the Sporades; to "Adana and the Sihoon rolling turbid waters in full flood, beneath the towered fortress, a grim relic of the Middle Ages on a steep rock dominating the town"; to Tarsus, "once the seat of a university which Strabo rated higher than Athens or Alexandria"; the Cilician Gates; right across the broad back of Taurus; to Konia and its monastery of the Mevlevi, the great Order, popularly known as the Dancing or Whirling Dervishes, whose General had the right to gird each new Sultan with the sword of Osman, "which is tantamount to our coronation."

Later, a stay among Epirotes and And, on various occasions, to garden-

is tantamount to our coronation."

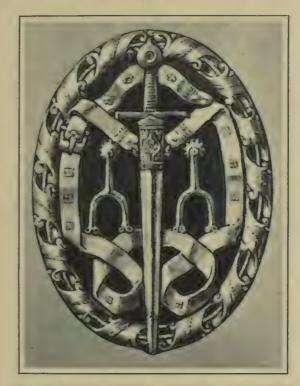
Later, a stay among Epirotes and Albanians, including the Toskhs, "who wear the fustanella, that many-pleated linen kilt which has been compared to the skirts of a ballet-girl," but is "a survival of the dress of the Roman legionary—and, at Prevesa, acquaintance with Levraki, "the fish extolled by Athenæus, that Brillat Savarin of antiquity." Later still, wasting "rose-red" Petra.

These, and, above all, the Holy Land;

"rose-red" Petra.

These, and, above all, the Holy Land; and in describing his visits to that goal of pilgrims—Christians, Jews, and Moslems—Mr. Ferriman is at his best, which is saying that he is excellent. Nothing could be more satisfying than his word-

pictures of peoples and of sacred sites and ceremonies, and, although he recalls a Maronite priest's "If you want to lose your Faith, go to Jerusalem," he is quick



TO DISTINGUISH KNIGHTS BACHELOR: THE BADGE RECENTLY APPROVED BY THE KING. (ACTUAL SIZE, 3 IN. BY 2 IN.)

The King has recently, on the recommendation of the Home Secretary, authorised this new badge to be worn, on the left side of the coat, by Knights Bachelor. The royal warrant describes it as: "Upon an oval medallion of vermilion enclosed by a scroll; a cross-hilted sword, belted and sheathed, pommel upwards. The whole set about with the sword belt. All gilt." Hitherto Knights Bachelor have received no insignia of their rank, and an agitation for some distinctive mark has been cor cted for eighteen years by Sir William Bull, M.P., Principal of the Imperial Society of Knights Bachelor .- [Photograph by Sport and General.]

to add: " It is easy to ridicule the credulity and puerilities to add: "It is easy to ridicule the credulity and puerilities of devotees. Indeed, they invite ridicule. Nevertheless, we cannot lose sight of the fact that the Jew wailing at the Temple Wall, the Christian kissing the column to which he believes Christ was bound, and the Moslem prostrating himself before the Holy Rock, represent tradition and hope which have endured well-nigh two thousand years." There are factions; there are jealousies, bickering and bartering, trading in traveller's "tales," hypocrisies and hatreds; but there is always Belief, and even those who are inclined to scoff are tempted to stay to pray.

and even those who are inclined to scoff are tempted to stay to pray.

Mr. Ferriman walked and rode industriously, with most observing eye and understanding brain. On what may be called the "triple-starred sights," the regulation routine of the visitor, religious or merely curious, he is admirably illuminating, telling the familiar essentials, but preferring the less known. On those that are neither "Baedeker" nor "Murray" he is still more engrossing: therein lies his strength. The surroundings cannot be ignored, but those who dwell in them or move amongst them make those who dwell in them or move amongst them make the whole to live.

Always the notes and comments are significant. Let us quote: "We are in the Via Dolorosa, which is not a street at all, but the path by which pilgrims progress from point to point, halting at each station, until they reach the fourteenth, which is the Holy Scpulchre itself. It passes through several streets, into houses, and the atrium of churches, and the First Station is actually in the yard of the Turkish barracks, the supposed site of the Judgment Seat of Pilate."

Seat of Pilate."

In the shops, in the midst of "souvenirs" secular and of the churches, are "crowns of thorns of several sizes, woven twigs of the nubkh tree—the Spina Christi. Amid all these pious objects, one arrests the attention by its singularity. It is a long strip of linen, some six feet by three. A figure of the Crucified is stencilled upon it in black. One is displayed at full length, but there are piles of others neatly rolled up for sale. These puzzled me at first, until I learned that they were shrouds, purchased only by Russians. Ivan or Barbara carry them home and by Russians. Ivan or Barbara carry them home and preserve them reverently until the day comes for their use." Meanwhile, they wear them when bathing is the Meanwhile, they wear them when bathing in the

ters of Jordan.

A notable and unusual happening was an inspection of A notable and unusual happening was an inspection of the jealously guarded Haram esh Sherif (the Noble Sanctuary of Jerusalem). There is the Mosque of Omar, which is "not a mosque, and Omar had nothing to do with it." It is properly named the Dome of the Rock, and, said the mollah, the sacred Black Stone in the Ka'aba at Mecca will come to the Rock at the Last Day, for "in the first days of Islam" the El-Aksa Mosque (the Remote Mosque in relation to Mecca). "was the Kiblah to which all turned their faces when they prayed. It was only in the second year of the Hejrah that Mohammed changed it to Mecca. But it is written that on the Day of Judgment "both Mecca and Medina will come to Jerusalem and the excellency of them all will be united."

Of the Church of the Nativity, at Bethlehem, Mr. Ferriman has it: "The low doorway beneath which all must stoop

Bethlehem, Mr. Ferriman has it: "The low doorway beneath which all must stoop to pass is not constructed, as popular tradition goes, in order that none may enter the holy fane without bowing, but as a defence against Saracens or wild Bedawin, for the irregular pile built on the bluff, with its massive buttresses, looks, not, like Durham, 'half Church of God, half fortress 'gainst the Scot,' but all fortress." There the aged worshippers pick up crutches from a heap kept in a corner for those who need them. "Not that the users are decrepit, but seats are unknown in Eastern churches, and the functions are sometimes long. The crutch is a support for those who remain standing

are sometimes long. The crutch is a support for those who remain standing for an hour or two."

Thus to much else of moment, notably to those to whom the Bible is not sealed—particularly the Samaritans of Nablûs. "There . . . are none outside Nablûs, their ancient home and the seat of the oldest local worship in the world. The Samaritans still offer the Paschal Sacrifice at Passover, on the old stone at the top at Passover, on the old stone at the top of Mount Gerizim, which they approach bare-footed. . . . What are the Samaritans? Are they of Assyrian descent? The Jews rejected them as of mixed blood, when they returned from the captivity of Sargon Are they the last

blood, when they returned from the captivity of Sargon. . . Are they the last surviving fragment of those lost ten tribes about whom such extraordinary theories have been propounded?"

There we leave "East and West of Hellespont"—much as a writer of serial stories ends, at a dramatic moment, and with the same hope: that the reader will continue. In this case, indeed, there is no question of a failure to like the whole book. Once it is begun, it will be finished—and re-begun. E. H. G



AN OXFORD CROWD LISTENING TO THE CHORISTERS ON TOP OF MAGDALEN TOWER SINGING A LATIN HYMN: AN ANNUAL CUSTOM AT SIX O'CLOCK ON THE MORNING OF MAY 1. -[Photograph by C.N.]

"East and West of Hellespont: Memories of Fifty Years." By Z. Duckett Ferriman. Illus-trated. (Jonathan Cape, Ltd.; 155. net.)

# THE WORLD OF WOMEN.

THE QUEEN is having quite a busy time with rearrangements for Sandringham and Marlborough House, and for Buckingham Palace and Windsor Castle also. Her Majesty has a flair for furniture, and would be very difficult to deceive as to reproductions. Also, the Queen does not mix periods

where she goes in for them, but is not always bound them. Old English furniture appeals to her, and so does old French, which for State rooms and drawingrooms has no rival. Her Majesty's improvements in furnishing at Windsor and Buckingham Palace are acknowledged by all who see them. Princess Mary is also very sound on old furniture, and frequently gives fine old pieces for wedding presents. Her Royal Highness visits antiqueshops in person, and makes wise se lection, frequently choosing for



TO BE PRESENTED ON HER
MARRIAGE, BY VISCOUNTESS
GREY OF FALLODON, HER
MOTHER - IN - LAW: LADY
GLENCONNER.

Photograph by Bassano.

her own houses fine reproductions. The Prince of Wales, oddly enough, has very little thought for the

house beautiful. Given comfortable chairs, commodious and practical tables, and a pleasant colour scheme, together with soft pile carpets, and the Heir to the Throne is quite happy. He acknowledges and admires taste displayed in other interiors, and is quite pleased that the Queen is going to do Marlborough House for him. From there and from Sandringham Hall there will be a great dispersal, for much of the furniture belongs to periods when we were at our worst. When the Prince does go to Marlborough House he will be able to entertain more largely than he does now. All the same, his Royal Highness's York House dinners are fairly frequent, and always of the pleasantest possible.

There will be no Court held at Holyrood Palace during the stay of the King and Queen there in July. A reception will be held, and a garden-party given. The visit is looked forward to very eagerly in the Scottish capital, and many will have opportunity for seeing the improvements which the Queen's knowledge and taste have effected in the interior of the historic Palace. Although débutantes will be the larger



GRAND-DAUCHTER OF THE DUKE
OF RICHMOND AND GORDON AND
A DÉBUTANTE OF THE YEAR:
MISS ISABEL BECKWITH.
Photograph by Hay Wrightson.

rank, and also on marriage. Sir Richard and Lady Muriel Paget's two married daughters, Lady Glenconner and Mrs. Chancellor, are, I hear, to be presented by their respective mothers-in-law. Viscountess Grey of Fallodon will

present Lady Glen-

conner, who, it will

number of those pre-

sented at the

Courts at

Buckingham

Palace, there will be a number of

ladies on their

accession to higher

CKWITH. be remembered, had a picturesque country wedding to husband, who was, his father, a sub-lieutenant in the

her handsome young ex-sailor husband, who was, until he succeeded his father, a sub-lieutenant in the Navy. The marriage took place on Sept. 25 last.

Mrs. John Chancellor was married in the country also. Susan Duchess of Somerset lent 35, Grosvenor

Square for a reception the day previous to the wedding. The Duchess and Lady Muriel had long been friends, and associated together in a mutual interest in good works, particularly in London's invalid kitchens, which supply patients out of hospital with well-cooked, nutritious food in their homes until they are able to resume their occupations. Mrs. Chancellor's husband is a handsome and very young-looking man, son of Lieut. - Colonel Sir John Chancellor, Governor of South Rhodesia. Lady Chancellor, who will present her daughter-in-law, is the daughter of Mr. G. Rodie Thompson, J.P., D.L., of Lynwood, Ascot.

One of the many interesting débutantes of the coming season is Miss Isabel Beckwith, daughter of Captain and Lady Muriel Beckwith, and granddaughter of the Duke of Richmond and Gordon. She is a pretty girl, and fond of outdoor sports and games, and of horses and dogs.

sports and games, and of horses and dogs. She dances well, and thoroughly enjoys life. Her father is in the Coldstream Guards, and has the D.S.O. Miss Beckwith, who was of the Duke of Richmond and Gordon's house-party for Goodwood last year, has many cousins. Earl Percy and all the children of the Duke and Duchess of Northumberland stand in that relation to her, for the Duchess of Northumberland is her mother's full sister. The Earl of March is her step-

uncle, Lady Violet Brassey her stepaunt, and the Marchioness of Titchfield a cousin.

A Peeress bride to be presented is Lady Cunliffe, who was Miss Joan Lubbock, second daughter of Mr. and Mrs. Cecil Lubbock, of 17, Cranleigh Gardens. She was married to Lord Cunliffe at St. Peter's, Cranleigh Gardens, on Nov. 5 last. She will be presented by Edith Lady Cunliffe, who was one of the Boothbys of

was one of the Boothbys of St. Andrews, Fife. Viscountess Harcourt's youngest daughter, the Hon. Mrs. Jenkinson, is

another bride to be presented. She married at St. Margaret's, Westminster, on July 25, Mr. C. R. Jenkinson, Life Guards, who comes of the family of which Sir Anthony Jenkinson, now in his twelfth year, is head. The Baronetcy dates from 1661. Mrs. C. R. Jenkinson and her husband are very fond of sport, and are good riders across country. Viscount Harcourt, Mrs. Jenkinson's only brother, will be eighteen in October, and is at Eton.

THE ELDER DAUGHTER OF SIR RICH-

ARD AND LADY MURIEL PAGET, TO

BE PRESENTED ON HER MARRIAGE:

MRS. J. C. CHANCELLOR.

Photograph by Lafayette.

Princess George Imeretinsky will be a bride to be presented at a coming Court. She was a girl bride, married in her teens to Prince George Imeretinsky. She is one of the two daughters of Sir John and Lady Mullens, who entertain considerably at their house, 6, Belgrave Square. The young Princess was married first at the Russian Church, Buckingham Palace Road, on Oct. 28, and next day at St. Margaret's, Westminster. It was a question of some humour as to what her status would have been had her bridegroom not survived for the second wedding. Happily, the question was simply one of the ragging order. Both weddings went off well, and among Sir John

Mullens's gifts to his daughter was a flat in Park Lane completely furnished. The Princess's sister will probably be a débutante this season on the stage, since she is said to have strong histrionic leanings.

The Marchioness of Reading will be one of the Peeresses to be presented on accession in rank. It will be at an early Court, and will most likely be made by the Countess of Birkenhead. Lady Reading and Lady Birkenhead are good friends. When Lord and Lady Reading were back from India on leave they saw a great deal of Lord and Lady Birkenhead, who were at that time regarded as their probable successors in India.

The new Lady Carew is a daughter of the late Mr. Thomas Conolly, M.P., of Castletown. Her husband succeeded his kinsman, who died recently at Eastbourne. He succeeded his brother, the third Lord Carew, who with his sister, Lady Cory, were wont to be described to the control of the control o

as the social Siamese twins, since their tastes were the same and they were seldom seen apart. That Lord Carew left his house in Belgrave Square and his un-

entailed possessions and money to Lady Cory, who has outlived sister and brother-in-law. The new Baron has lived in Tedworth Square, Chelsea, and has three sons; the eldest, a soldier, attained his legal year of manhood on April 23. He is the great-grandson of the first Lord Carew.

SENTED ON HER MARRIAGE: LADY

CUNLIFFE. - [Photograph by Bassano.]

It will be a long time yet before the house in Prince's Gate destined to be the new American Embassy, dedicated to that purpose by the late

TO BE PRESENTED ON HER MARRIAGE: THE HON, MRS. C. R. JENKINSON.—[Photograph by Vandyk.]

pose by the late

Mr. Pierpoint Morgan, is available. It has been practically rebuilt, and will present an imposing exterior and a very fine interior. Mrs. Houghton, wife of the present Ambassador, is in no hurry for its completion.



THE YOUNGEST BRIDE WHO IS TO BE PRESENTED: PRINCESS GEORGE IMERETINSKY.—[Photograph by Lafayette.]

She says she knows she shall cry when she has to leave the pictures in Crewe House. Her particular pet is a Lawrence subject of three children in the Yellow Drawing-room. Bute House, once the scene of many entertainments -- at several of which King Edward was presentis being got ready to be the Egyptian Legation, and may be so occupied during the coming visitof King Fuad. There will soon have tobeanewhome for the Italian Embassy, and Norfolk House hasbeenspoken of. - A. E. L.

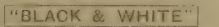
# BUCHANAN'S





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such as linen and organdie, have been materials. chosen to fashion multitudes of frocks for fashionable gatherings as well as for the holidays. Sheer linen, and linen toile, which is thinner and more supple, express quite elaborate creations. A jumper suit, for instance, may have the skirt carried out entirely in broderie anglaise, revealing glimpses of a silk underskirt in a different shade; and another is decorated with a gay border of appliquéd flowers in every colour of the rainbow. Flowered Flowered organdies, printed with branching almond blossom or with a bold design of peonies, will be also much in vogue, their only ornaments being a wide sash of ribbon or a bouquet of chiffon roses. Lace frocks are always in evidence at Ascot, usually in the silk variety tinted to delicate colours. But this year white promises to rival the fashionable nuances of pink and beige, and several lovely models are white lace frocks opening on coloured underslips, the latter matching the wide-brimmed hat and sunshade.

with Tailored Coats.

Frivolous Frocks
Still, England is England, and the most determined optimist needs a coat or wrap in case of emer-

coats. gencies. Fortunately, the mode is extremely practicable at the moment, and these light summery frocks may be accompanied by quite plain coats of light cloth and suitings expressed in neutral shades of grey and beige, and cut on absolutely tailored lines. They are worn over many different frocks, and yet manage always to look part of carefully planned *ensemble*. Some betray a slight indication of the returning waistline, and others are quite straight, with perhaps an inverted pleat at the back or on one side to break the monotony. is the cape too, which may be a practical one for protection or a decorative affair of georgette and This revival has inspired a new ornament, a chiffon. large, curiously shaped brooch, to keep the cape in place. Many take the form of striking Egyptian and Chinese heads carried out in glittering paste and gems.

The wide-brimmed hat is already Shady Hats for sure of victory at the season's Summer Days. fashionable functions, and tured on this page are three delightful models illustrating this mode. The one above is of green bangkok adorned with magnificent roses in shaded colourings, and on the left is a white pedal straw trimmed with blue petersham ribbon. The third is a blue crinoline decorated with flowers and leaves. They were sketched in the salons of Henry Heath, 105, Oxford Street, W., where there is an infinite choice to be found. Large head-fittings are a speciality, and any hat will be made to order in a few days. Naturally, this firm's well-known fur felts for sports and general wear are available in the newest shapes, and range from 29s. 6d. upwards.

The Fragrant Every fastidious

The season is really beginning, with its procession of evenings at Soirée Perfume. the opera and in the ball-room. wery fastidious woman chooses with care a

perfume which will not pall or lose its fragperfume which will not pall or lose its frag-rance. A happy choice which will not fail to please is the Soirée perfume, of Parisian origin, which is sold only by Boots, who have branches everywhere, their G.H.Q. being 182, Regent Street, W. The scent of a thousand flowers is imprisoned in this fragrance, and it is wonderfully refreshing throughout an entire evening. The price ranges from 12s. 6d., and there is Crême

"WHEN SUMMER BE A - CUMING IN" OUR THOUGHTS TURN LIGHTLY TO COOL FROCKS, SHADY HATS, AND FRAGRANT PERFUMES IN HONOUR OF ITS ADVENT.

Soirée at 2s. 6d., Poudre Compacte at 1s. 6d., and Poudre de Riz at 2s. 3d. in the same fascinating series.

There is a delightful air of coolness Linen Frocks Linen Frocks about linen which makes it so attractive for summer frocks, and pictured here are two pretty jumper suits of this which hail from Robinson and Cleaver, Regent Street, W. They are perfectly cut, and the one on the right is completed with a detachable white collar and front for washing, fastened by tiny blue buttons. This costs 30s., and the other 21s. 9d., several lovely colours being available. The pretty linen hats to match can be secured for 15s. 9d. For tennis and river wear there are well-tailored linen



Two simple jumper suits of sheer linen which are made by Robinson and Cleaver, Regent Street, W. One is in pale rose and the other in blue, with a detachable collar and front of white fastened with blue buttons.



available for 28s. 9d.; and others of the finest white linen cambric are 29s. 6d. without sleeves. There are, too, neat, workmanlike affairs of heavy super-spun silk available for 39s. 11d., either with a flared or pleated skirt. A fact to be noted is that these frocks are available in very small sizes, ranging from 42 in. Charming summer frocks of flowered voile in every colour of the rainbow range from 21s. 9d., and from 25s. 9d. completed with long sleeves.

Every woman is engaged in the

A Catalogue of Note.

pleasant task of choosing clothes of Note. for the coming social season, and there is no more comfortable way of doing so than studying at leisure the well-illustrated pages of Harvey Nichols' (Knightsbridge, S.W.) new catalogue, which will be sent post free on request. In the inexpensive gown department are pretty frocks for morning, afternoon, and evening available for the modest price of 6 guineas each, carried out in repp, silk, and lace, in the newest styles. There are washing summer frocks of crêpe-de-Chine, plain and striped, available for 98s. 6d., and a useful tea-frock of floral crêpe-de-Chine cut on becoming cross-over lines and piped with a contrasting colour is only 69s. 6d. An invaluable accessory on all occasions is the "Silkimac waterproof, which costs only 21s., and is available in many light colours. Then there are tailor-made coats skirts in tweed suitings available for 98s. 6d., indispensable in every wardrobe.

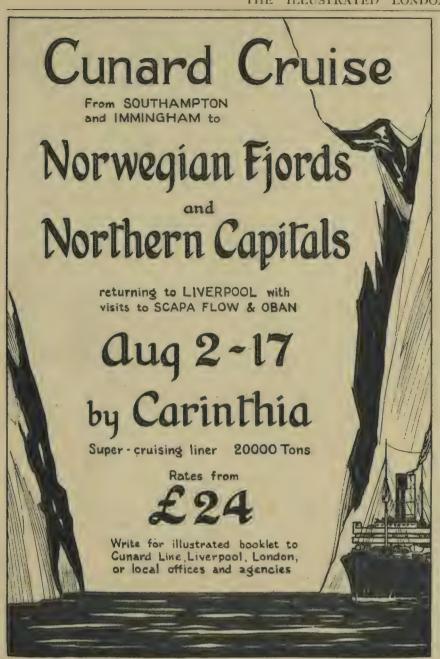
At this time of year a catalogue from Hamptons, Pall Mall East, A Furnishing Catalogue. S.W., is always of interest, and the latest one is full of useful suggestions. It will be sent post free on request to all who mention this paper. The pages illustrate in colour specimens of the beautiful Axminster and Wilton carpets which are a speciality of this firm; and Hampton's plain carpetings, both in material by the yard (from 6s. 6d., size 27 in.) and in seamless carpets, are also available in many lovely shades. Then there are the "Sunland" fabrics, guaranteed

unfadable, for curtains and loose covers, ranging from 2s. 9½d. a yard, and cretonnes in a wide choice of artistic patterns and colours.

A Hint for Housewives.

The use of custard with stewed fruits and the various kinds of puddings which have suct as one of the ingredients is rapidly on the increase. A good custard softens the tartness of the fruit and makes this combination a nourishing dish as well as a healthful one. Foster Clark, Ltd., of Maidstone, who have a

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#### CHESS.

To Correspondents.—Communications for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

W Finlayson (Edinburgh).—Several correspondents have asked us to convey to you an expression of their great admiration of your beautiful problem recently-published.

P J Wood (Wakefield).—Both your last contributions have proved defective. That marked "A.Z." appears to have no solution after 1.—P takes Kt, be:ause 2. B takes P (ch) is answered by K takes P. The other has a bad and fatal dual in one of its principal variations.

variations.

J C KRUSE (Ravenscourt Park).—You must console yourself in your failure over No. 3977 by the reflection that you are one of an unusually good company.

ALBERT E DAVIES (Chilton Ferry Hill).—Your solution of No. 3977 is so unintelligible that we presume you must have set up the position incorrectly. As regards your suggestion, we are sorry our space is too limited for such a purpose.

E G B BARLOW (Bournemouth).—Many thanks for your further contribution.

E G B BARLOW (Bournemoully).

HUBERT E RICKS (Mill Hill).—There are some good constructional points in your problem, but the key move is too brutal. You remove White's Bishop from a square where it is en prise to pin with it the only defensive piece Black possesses. We should be pleased to see more of your work.

MRS. LEPA NINTCHITCH (Marseille, Corsica).—An excellent dibut, which we hope to see successfully followed up.

C WILLING (Philadelphia).—Our burden of indebtedness to you grows alarming. You will see we have not been long in making use of your kindness.

C Willing (Philadelphia).—Our butter of making use of pour kindness.

A Taylor (Sheffield).—Your reappearance is a happy one, and prives your hand has not forgotten its cunning. The problem taxed the powers of the most expert.

Paul N Barbeau (Troy, N.Y.).—The British Chess Magasine, annual subscription 12s., published by Whitehead and Miller, Ltd., 13, Elm wood Lane, Leeds; or the Chess Amaleu, annual subscription 8s., from Frank Hollings, 7, Great Turnstile, Holborn, London, W.C.2.

MAURICE H IRVINE (Berkeley, California).—You have given a very complete and accurate analysis of a problem that is perhaps more clever in construction than difficult in solution. The book you mention is quite a good one; but better, because later, is "The Modern Chess Openings," by Messrs. Griffith and Goldstein, fourth edition, price as

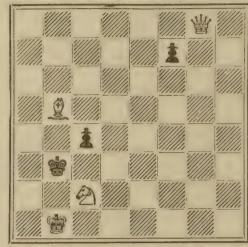
Price 5s.

V EARLY (Hong Kong).—Black's reply to your proposed solution of No. 3973 is 1. — P to Q Kt 3rd.

ORRECT SOLUTIONS OF PROBLEM No. 3973 received from John M Tso (Hong Kong); of No. 3974 from L F Maenner (St. Louis, Mo.); of No. 3975 from Horace E McFarland (St. Louis, Mo.), Maurice H Irvine (Berkeley, California), and Charles Willing (Philadelphia); of No. 3976 from Julio Mond (Seville), J E Houseman (Chicoutimi), Horace E McFarland (St. Louis, Mo.), John M Hannan (Newburgh, N.Y.), Charles Willing (Philadelphia), J W Smedlev (Brooklyn, N.Y.) and Paul H. Barbeau (Troy, N.Y.); of No. 3977 from C H Watson

Masham), C B S (Canterbury), E Pinkney (Duffield), A Taylor Sheffield, H Burgess (St. Leonards on Sea), L W Cafferata (Farndon), Stillingfleet Johnson (Cobham), J P S (Cricklewood), Rev. W Goott (Elzin), J Hunter (Leicester), and J T. Bridge (Colchester); and of No. 3978 from E J Gibbs (East Ham), R B N (Tewkesbury), P Cooper (Clapham), Hubert E Ricks (Mill Hill), L W Cafferata Farndon), C H Watson (Masham), S Caldwell (Hove), F J Fallwell Caterham), Mrs. Lepa Nintchitch (Marseille, Corsica), H Burgess St. Leonards on Sea), J Hunter (Leicester), J C. Kruse (Ravenscourt Ark), Rev. W Scott (Elgin), C B S (Canterbury), E G B Barlow Bournemouth), H W. Satow (Bangor), G Stillingfleet Johnson Cobham), J T Bridge (Colchester), and J P S (Cricklewood).

PROBLEM No. 3979.—By T. K. WIGAN. BLACK.



WHITE.

White to play, and mate in two moves.

Solution of Problem No. 3977.—By W. Finlayson.

K to R sq Kt to Kt sq (dis ch) Mates accordingly.

P to Q 4th Anything

If r. — P to Kt 7th (ch), 2. Kt takes P (c is c ), etc.; and if r. — K takes P, 2. Kt to B 7th (dis ch), etc.

A perfect problem, in the solution of which beauty and difficulty go hand-in-hand. We have rarely had so many first-rate solvers baffled as on this occasion, and we can but regret want of space prevents us recording the opinions of those who were successful.

#### CHESS IN AMERICA.

Game played in the annual match, Manhattan v. Franklin Chess Clubs, between Messrs. Kashdan (Manhattan) and Sharp (Franklin).

(Petroff Defence.)

WHITE (Mr. K.) BLACK (Mr. S.) | WHITE (Mr. K.) BLACK (Mr. S.) I. P to K 4th P to K 4th
2. Kt to K B 3rd Kt to K B 3rd
3. P to Q 4th

The continuation so strongly advocated by Steinitz. It must be noted, however, that he nowhere considers the line White now follows

3. Kt takes P
4. P tikes P P to Q 4th
5. P takes P (en B takes P
pass.)
6. B to Q B 4th
7. Castles
7. Castles
8. R to K sq B to K Kt 5th
Much more than the activities

8. R to K sq B to K kt 5th Much more than the setting of a rather obvious trap, for it is the prelude to a fine combination if the bait is not accepted. Of course, if 9, R takes Kt, B takes P (ch), wins White's Queen.

9. P to K R 3rd Kt takes P Very pretty. If now 10. K takes Kt, then B takes Kt either wins back the piece, or establishes an irresistible attack.

10. O to K 2nd Kt takes P (ch)

8 5th, with the loss of a piece but he makes a most ingenious effort to escape, which as nearly appossible succeeds.

4. P to K Kt 3rd 25. B to R 6th R to K 8th If — P takes B, 26. P takes P (dis.ch) draws.

26. P to B 4th Q to Q sq Conclusive. White might have here resigned.

10. Q to K 2nd Kt takes P (ch)
11. P takes Kt Kt to Q 5th
12. P takes B

WHITE (Mr. K.)

14. R to Kt 2nd

15. K to R 2nd

16. Q Kt to Q 2nd

17. B to Q 3nd

18. Kt to K 4th

19. Kt takes B

20. Kt to Kt 3rd

21. B to K Kt 5th

R takes R

22. Kt takes R

23. Kt to Kt 3rd

Q to Q 4th

24. B to B 5th

White seems badly entangled at this point, as he is threatened both with Q takes B or P to Q B 5th, with the loss of a piece; but he makes a most ingenious effort to escape, which as nearly as possible succeeds.

If — P takes B, 26. P takes P (dis.ch) draws.

Conclusive. White might have here resigned.

that three pieces are not a suffi-cient equivalent for the Queen. 12. Kt takes Q (ch) 13. R takes Kt Q to Q 2nd stages.

The West of England Easter Chess Festival, held, as usual, at Westonsuper-Mare, attracted a good attendance of players, and after a pleasant meeting, ended with the following rcs.its. Major Open Tournament: M. Euwe, r; E. Colle, 2; M. E. Goldstein, 3. Open Tournament: C. Mansfield, r; J. J. O'Hanlon, R. E. Lean, and F. H. Terrill tied for second. First Class Tournament: S. W. Viveash, r; L. Vine, 2; P. A. Ursell, 3

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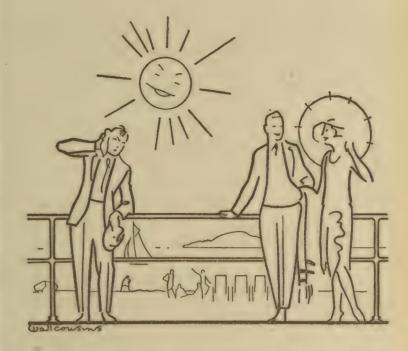
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mounted. There is underwear, there are shirts, which leave nothing to be desired in the way of comfort and which provide adequate protection whatever the weather may be. The underwear and shirts are named AERTEX.



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lating system. Air next to the skin is nature's own protection; this AERTEX maintains.

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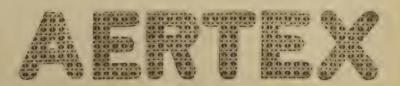
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A WARNING TO THE CURIOUS, AND OTHER STORIES. By M. R. JAMES. (Arnold; 5s.)

Dr. James ranges wide for his material. His stories cover the whole field of ghosts imagined and ghosts-until his fancy conceived them-unimagin-He can invest any common object with occult dignity. Here is a haunted dolls' house. Now, who has contrived a haunted dolls' house before? (The Box in "Wilhelm Meister" is ruled out. The lady was a living creature.) In Dr. James's story the dolls are a terrifying crew, and play out a family tragedy in their nightly return to the glimpses of the moon. "A Warning to the Curious" is a book written with the lucid, uncanny touch that is the ghost-story teller's magic. The title story deals with a curse of the Shakespearean sort, only it is a buried crown, not bones, that must not be disturbed, and the guardian spirit is active in reprisal. There are more warnings than this in the collection: people who meddle with highwaymen's graves and Druid groves are given cause to repent. It is one more triumph for Dr. James. He remains supreme in the twilight country.

NOT SUFFICIENT EVIDENCE. By Mrs. Victor Rickard. (Constable; 7s. 6d.)

The advantage a cool head has over hot tempers is brought out with great distinctness in this story of clashing temperaments. Primarily, it is a study of crime and the criminal, subjects that, well handled, will always be of engrossing interest in fact or fiction. They are ably treated here; persons beside the guilty one (whose identity we have no intention of disclosing) are skilfully drawn and not least where Mrs. Victor Rickard deals with the long memories and implacable vanity of her Irish characters. Tragedy would not have happened if pretty Nydia Brenner had not been an emotional weathercock. She took Florrie Cookson to live with her; and Florrie knew which side her bread was buttered and was deeply attached to her hostess. Interest and a real affection were the two motives that made her resent her ejection by Robert Esmond, Nydia's second husband. She was predatory, but she had given her heart; and, though she fought



A ROYAL ACADEMY PORTRAIT OF A INDIAN RULER:
"HIS HIGHNESS THE MAHARAJAH GAEKWAR OF BARODA,"
BY SOLOMON J. SOLOMON, R.A.
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unscrupulously, Mrs. Rickard leaves us with a mixture of sympathy and admiration tinging our aversion to poor Florrie. It is not often you come across a murder story as psychologically interesting and convincing as "Not Sufficient Evidence."

ROUGH PASSAGES. By ALICE PERRIN. (Cassell; 7s. 6d.)

There are no loose ends in Mrs. Perrin's plots. She unites neatness with humour and an easy style: how pleasing the combination can be you will see when you read "Rough Passages." India is full of spooks and superstitions; queer, meaningless, baffling things that lead nowhere in particular. In these stories they are blended with just as much of Anglo-Indian life as they need to commend them to the English public. One story included with them happens at home; it is a haunting affair in two meanings of the word, and we rather think it is the best of the collection. The light touches throughout are delightful. Did the eligible young ladies who went out, a marriageable cargo, in the old East Indiamen, really take layettes as well as hopeful trousseaux with them? No matter; it is one of the legendary oddments Mrs. Perrin has collected to serve her purpose in this interesting volume.

MARTIN HANNER. By KATHLEEN FREEMAN. (Jonathan Cape; 7s. 6d.)

"Martin Hanner" covers the little-explored ground of provincial university life. It is sub-titled "A Comedy"; but Kathleen Freeman knows all about the small tragedy of the professor. She exhibits its shrivelled features—the draining of intellectual energies, the narrowness of the academical circle. Hanner is vivid and impressionable, and end-of-term exhaustion comes round to him with afflicting regularity. (It may surprise a few people to discover that professors are sometimes young.) His conflict of choice between the two women who attach him to themselves is acutely passionate. It is a delicate matter to draw the portrait of a sensitive man and avoid the over-emphasis that roughens the picture. Miss Freeman has been entirely successful in the undertaking. "Martin Hanner" has unusual literary merit; and with it a witty and individual charm.







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#### THE CHRONICLE OF THE CAR.

The Budget and the Motorist.

After all, the Budget was neither better nor worse, from the stand-

point of the motorist, than those who knew most about things expected. The Road Fund was duly raided, but not as heavily as some thought. There was no luxury tax imposed on the more expensive types of cars, while the "heavy brigade" will have to contribute more money to the roads which they do their best to destroy. So far, I do not think there is much of which to complain except that the long-promised relief in motor taxation has again failed to materialise. Not, I imagine, that anybody but the most optimistic of motorists expected there to be any relief. The motor taxes have proved such a prolific source of income and, on the whole, have been so cheerfully paid, that it is expecting the very improbable to anticipate that any Chancellor of the Exchequer, faced with a deficit in his estimates, will take even a penny a horse-power off our imposts. Indeed, we consider ourselves lucky that the position remains as it is, and has

not been worsened.

There is one thing which is a matter for congratulation: this is that we do seem to be within sight of a reversion to the petrol tax. It seems perfectly clear that Mr. Churchill is very much in favour of such a step, and that he does contemplate taking it next year, or at some time at least within the life of the present Government. Those who have been most prominently identified with the agitation for such a tax believe that the battle has been virtually won, but I am afraid I do not altogether share that view. I do not say it will not be won, but the worst thing in the world now would be to assume this too confidently, and to sit down in a waiting attitude.

Strong Opposition to be Met.

Nothing can be more certain than that the petrol tax idea will be met with the strongest opposition. The Customs and Excise people will fight it tooth and nail. They do not want it, because of the difficulties that must arise in working it. difficulties are, to be just to the opposition, both real and great. It is not as though a basic tax could be imposed on all motor fuel as imported or produced. That would be quite an easy thing to administer. We have to remember that the tax is imposed for the specific purpose of raising money for the Road Fund, and that it only applies to motor fuel actually used for the propulsion of road vehicles. Over and above that particular use, very large quantities of motor fuel are used in stationary plants, for motor-boat propulsion, for dry cleaning, and numerous other purposes. All this motor spirit is duty free, and its exemption would mean a widespread system of draw-backs and adjustments which would throw a great deal of work on the Customs Excise staffs. It is obvious, therefore, that the Departments concerned will oppose the petrol tax with all their might, and that their opposition will be all the stronger for being based on a concrete case which will require a reasoned answer. The difficulties can be overcome. They were so overcome when we had the petrol tax in past years, but they are difficulties which will be made the most of by the interests concerned.

Again, the big oil groups do not want the petrol tax. It would throw an enormous amount of work on them, and invest them with a great responsibility which they do not want to bear. I believe that the administrative work carried out by the companies in connection with the tax would mean a charge of nearly a penny per gallon on all



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In connection with The Sports the controversy Controversy. aroused by the action of the S.M.M.T. in banning automobile sporting fixtures, the secretary of the Junior Car Club—that very live organisation which runs the Two Hundred Miles' Race at Brooklands and other races and trials-informs me that the council of the club has passed the following resolution, which has been forwarded to the S.M.M.T. and to the R.A.C.: "This Council deplores the action of the S.M.M.T. with regard to competitions, and regards same (sic) as contrary to the interests of motorists generally, and to the interests of the small car user especially." [Continued overleaf.



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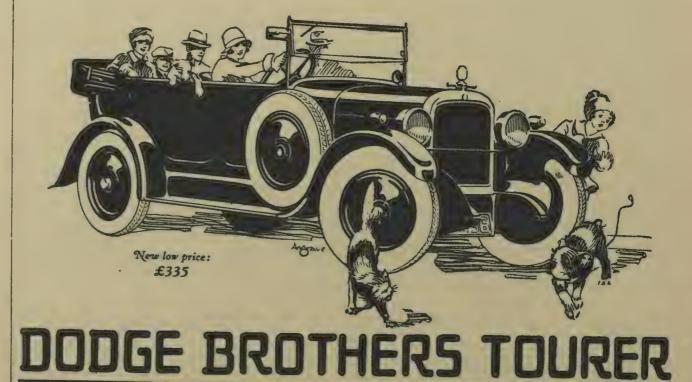
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HE 20/60 h.p. six-cylinder Sunbeam shown in the above illustration—a standard car in every respect—was put into service on December 21st, 1924, by one of the leading manufacturers in this country.\* By April 13th, 1926, exactly 478 days afterwards, it had covered 80,941 miles.

This enormous mileage, an average of 169.3 miles per day ever since the car was delivered, has been made possible only through Sunbeam reliability. In the whole 80,941 miles replacements have been but few. The engine has been decarbonised three times. Only one engine valve has ever been replaced. The springing is still perfect. No attention has been given to the steering gear beyond the usual lubrication. The brakes have been relined but twice. At no time has the clutch ever needed attention. The condition of the bodywork is excellent. After this great mileage the engine has been taken down and overhauled for the first time.

You can make sure of similar satisfaction and long service if you choose a Sunbeam. There is no other car in the world on which you can so surely depend for the highest efficiency and reliability at all times.

\* We have permission to give the name of this firm on request.

# SUNBEAM

14/40 h.p., 20/60 h.p., 30/90 h.p., and 3-litre Super Sports. Chassis prices from £495

Dunlop Cord Tyres are Standard on all Models.

The SUNBEAM MOTOR CAR Co., LTD.,
Moorfield Works WOLVERHAMPTON

London Showrooms & Export Department:

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Manchester Showrooms: 106, DEANSGATE.

One way and another, it seems to me the society has aroused a far heavier storm of opposition than it anticipated. I hear on all sides suggestions, some wild but others practical, of action which might be taken to bring the society into a more chastened frame of mind. It would be idle to discuss these suggestions until something of a policy has been formulated, but I shall be very surprised if something concrete does not happen presently.

Another Vacuum
Oiling Chart.

The latest addition to that very useful series of oiling charts issued by the Vacuum Oil Com-

pany relates to the Clyno, and can be obtained for the asking by any owner of one of these cars. The charts and Standard. Other charts shortly to be published will deal with the Jowett, Fiat, Humber, Bean, and Citroën models.

Messrs. Crossley Motors have The Cape to sent me a most interesting little Cairo by Car. book bearing the above which briefly tells the story of the Court-Treatt expedition which pioneered this route in two Crossley cars. It is very well written, profusely illustrated with excellent photographic reproductions, and altogether is well worth having. I believe it can be obtained gratis by any reader who cares to ask for it. A postcard to Messrs. Crossley Motors,

Gorton, Manchester, will bring it.

Petrol Pumps and Other Matters.

Not so long ago I had submitted to me a very clever device for petrol attaching to pumps, whereby the motorist obtain fuel during closing hours by induring serting a shilling in the slot and drawquantity of petrol. I gave my advice as to how best to get this device on the market, and, in pursuance thereof, one or two of these machines were installed on existing pumps. They did so well that there seemed to be no doubt that they did fill a want. Now arises a difficulty. I am told that the in which they are

forsooth, they give opportunity for "unauthorised persons" to obtain supplies of petrol! I wonder, do these authorities expect an outbreak of whole-



THE NEW MANAGING DIRECTOR OF THE ROLLS-ROYCE COMPANY: MR. BASIL JOHNSON.

Mr. Basil Johnson succeeds the late Mr. Claude Johnson, whose recent death was recorded in our issue of April 17, with a portrait of him.

sale incendiarism that they are so concerned about it? If they do, I marvel that it has not occurred to them that it is perfectly easy for the incendiarist to buy a two-gallon tindozen tins, for that matter-and get busy on his fire-raising?

Talking about pump supplies, I like the Shell development for oil supply. They are now delivering all over the country their various brands of lubricating oils through pump cabinets installed at filling stations. What this means in convenience does not need pointing out. No tins to pay for, just the quantity you want, and no "messing about" with packages. It is a good scheme.

W. W.



A FAMOUS RECORD-BREAKER: MAJOR SEGRAVE (CENTRE) WITH MR. A. H. PASS (LEFT) AND MR. C. J. JOYCE, BESIDE A PAIR OF THREE-LITRE SUNBEAM SALOONS. Mr. A. H. Pass and Mr. C. J. Joyce are directors of the firm of Pass and Joyce, Ltd., one of the largest distributors of Sunbeams in the kingdom.

published by this concern cover the following additional makes: Morris, Ford, Essex, Singer, Rover,

authorities in the districts fitted now refuse to license the pumps because,

# Bayliss

#### 10/22 h.p. TOURING **FOUR-SEATER**

Lively, even with full load; safe, speedy cornering with finger-light control; equipped for comfort in every detail -

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Discretion and good judgment are exercised every time you use

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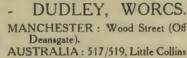


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Saloon			£375	Saloon	-	-	£450



Miss PEGGY O'NEIL writes: -"I find my Clyno an absolute treasure. It is just fine."

> The New 13 h.p. 4-Seater

> > £260

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For the Clyno combines economical upkeep with ample power, absolute ease of control, perfect suspension and an appearance of individuality.

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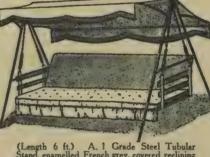
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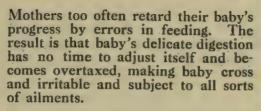
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MELLIN'S FOOD BISCUITS give the most satisfactory results during weaning, whether a babe has been hand reared or breast fed. Sold in hermetically sealed boxes at 2/9 by all chemists. Sample sent on receipt of 6d.

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#### GREY HAIR

HAPPINESS is born of the knowledge that one is beautiful. It is the Birthright of Beauty that it shall be cherished. Greyness threatens the supreme glory of womanhood—her hair. Only by the use of Inecto may the hair retain its loveliness of youthful nature, its charm of colour and silken softness. After one solitary treatment of but 30 minutes duration, this supreme recolourative achieves its lasting results.

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SALONS: 15 NORTH AUDLEY ST., LONDON, W.1
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ONNOISSEURS will delight in the beautiful and useful examples of fine craftsmanship that are assembled in Harrods Great Silver Salon, Ground Floor.



Cocktail Shaker Glass container with Electroplated cork-lined fittings. Graduated glass as shown.

I pint, 26/-Without graduations, 24/



Cut Glass Cocktail Shaker with electro-Plated cover. 1 pint, 21/-



Cocktail Mixers in 'A' quality Electro-Plate. These are fitted with a lemon squeezer, which also acts as the mixer.

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PS. 6725. Cocktail Set in 'A' quality Electro-Plate, on Oval 17-inch Tray. £6.15.0



Shaker in 'A' quality te. Engine-turned. pint 1\(\frac{1}{2}\) pints 2\(\frac{1}{2}\) pints 25/- 35/- 50/-PS. 5938. Plain. pint 11 pints 21/- 28/6

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#### RADIO NOTES.

DURING the strike crisis the nation has experienced the value of broadcasting during a state of emergency. One of the conditions in the license granted by the Postmaster General to the British Broadcasting Company stipulates that the B.B.C. shall place its services at the disposal of the Government in a national emergency. On the eve of the strike, when a perturbed public was wondering what the next few days would bring forth, the Prime Minister's broadcast message-" Keep steady; remember that peace on earth comes to men of good will "-was heard with gratitude in countless homes in all parts of the land.' As indicating the importance of broadcasting during time of stress, an official statement issued by the General Council of the Trade Union Congress is worth recording in these notes. It is as follows: "In view of the fact that the Government is understood to have commandeered the British Broadcasting Company, and in anticipation of the closing-down of the Press, the General Council is making arrangements for direct communication with the head offices and branch offices of the affiliated trade unions, and all authoritative statements, reports, and announcements will be made directly by them.

"The General Council warns the trade union and labour movement to take no notice of any statement that may be broadcast by wireless or circulated in any other form. General secretaries of the trade unions have already been requested to supply the necessary information to enable direct communication to be maintained."

When the newspapers had temporarily to cease publication, wireless became the only rapid means of keeping the nation informed of events Every radio listener was aware and developments. of the eagerness with which broadcast news items were looked forward to on Sunday evenings normally, and in these days almost every thinking person suffers to some extent from "news-hunger." The present occasion, therefore, forcibly brings home the importance of possessing a radio receiving-set in the home. As has been shown lately, those of the British public who possess wireless receivers have obtained first-hand information of important events, often within a few minutes of happening, and irrespective of whether the set is installed in London or four or five hundred miles distant.

For the interest of any readers who do not already possess receiving-sets, we mention that scattered over Great Britain are twenty broadcasting stations, all of which can, when necessary, disseminate instantaneously a message which is being spoken at any one of the stations. In the course of ordinary events, most of

the stations act independently, and transmit their own entertainment, talks, news items, and so on, but at any time of the day it is possible for a single voice in London to address "The British Isles" through the medium of all stations, which are linked together by telephone lines for the purpose of simultaneous broadcasting. A crystal set, together with a pair of telephones, aerial wire, etc., can be bought complete for about 25s., and will receive broadcasts within a radius of twenty to thirty miles from the nearest broadcasting station or within a radius of one hundred miles from Daventry High Power Station. With a receiving-set operated by two, three, or four valves, stronger reception is obtained, so that a loud speaker may be used, enabling all members of a family to hear at the same time, without wearing head - 'phones.

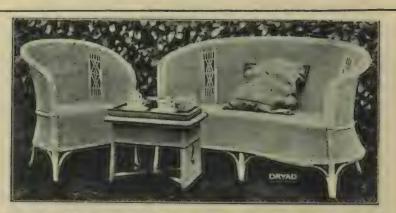
The announcement of the engagement of Lady Irene Pratt to the Hon. Archibald Cubitt was of special interest, as it was the first big social event of the kind to be published in the papers after the strike. Lady Irene is the elder daughter of Lord and Lady Camden, will be twenty next December, and was a débutante of last year. Mr. Cubitt is the second surviving son of Lord and Lady Ashcombe, and is twenty-five.



## Champagne EST DUMINY

THE EPICURE'S WINE

N.B.—Demand Duminy 1917—English Cuvée exclusively.



#### DRYAD CANE FURNITURE FOR HOUSE AND GARDEN.

A Dryad Chair, by reason of its straightforward design, will take its place amongst any good furniture. Its lightness enables it to be carried on to the lawn, where its pleasant, fresh appearance and comfortable shape make it the Ideal Garden Furniture.

The label "Dryad" is a guarantee of quality.

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Illustrated Catalogue free from The Dryad Works, B Department, Leicester.

# to experienced riders than any other name in the motor-cycle world. The Triumph is an all-British motor-cycle with a word-wide reputation since the earliest days of the industry. Triumph quality has set a standard by which all motor-cycles are judged. With Dunlop Tyres, from £42: 17s.: 6d. (Extra on Tyres, 10]-.) Write for catalogue and details of the new 4.94 h.p. Sports de Luxe Model Q, at £46. 10.0 (extra on tyres 10]-) Triumph Cycle Co., Ltd., Coventry. 218, Gt. Portland St. W.1.



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Hamptons' No. B1698. Mahogany Bedstead, with shaped top, fitted sanitary iron sides. Made in all sizes.

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WHEN you purchase your car there are many things you expect, and, if you make a 12/25 h.p. Humber your choice, you get them. Not only that, but you are assured that in every respect they will be superior. The 12/25 h.p. Humber is a superior car. It stands alone in finish. The driving position is non-fatiguing, control is simplicity itself, comfort is luxurious and equipment complete.

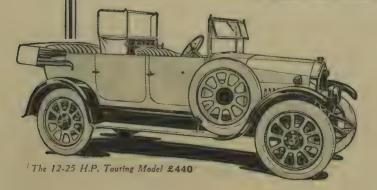
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A brief specification: -4 h.p. 4-stroke engine; differential gear to rollers; forced-feed lubrication; mechanical adjustment for cutter blades; machine can be used for cutting or rolling only, as desired; detachable covers to driving chains, etc.

With the opening of the grass-cutting season, delivery has been made of hundreds of Dennis Motor Lawn Mowers, the purchasers including such well-known names as the following;

THE DUKE OF

THE DUKE OF SOMERSET.
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LADY CADOGAN.
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DENNIS BROS, LTD. GUILDFORD

Manufacturers of the famous Lorries, Buses and Fire Engines.

#### OLD TRADES AND NEW KNOWLEDGE.

It is curious that it took so long to recognise the part played by dust. The report of Faraday and Lyell was made thirty years after the introduction of the safety lamp. Thirty years more went by before the action of coal dust was generally accepted; and fifty years after that, quite recently, the Research Board was organising demonstrations at Eskmeals, in specially constructed galleries, as seen in the lower right-hand illustrations on page 875, to convince miners of its appalling danger. A period of a hundred and ten years — what awful disasters would have been avoided if there had been at the beginning of the period, as there is now at the end of it, an organisation which is devoted to the application of new knowledge to the

solution of the miner's problems!

Coal dust lies chiefly along the roads by which the coal is brought back from the face, the roads which carry all the traffic, because the roads are the records. cause the ventilation system passes the fresh air from the down shaft by way of the roads from the down shaft to the working face. Explosions take place mostly along these roads: a fire-damp explosion is generally a local affair; the widespread effects are carried by the dust. It is found that, if a certain proportion of the dust is not inflammable, explosion will not occur. A certain quantity of stone dust is, therefore, distributed so as to mix with the coal. If this dust were finty, it would bring with it danger to the miners' lungs: softer stones are, therefore, used.

Some of the illustrations show experiments that were made at the Christmas lectures in order to explain these points more clearly.

gas is lighted as it issues from a long glass tube. The supply at the other end is then cut off. After a while the flame decreases and finally sinks back

In one of them, seen on the left centre of the page,

into the tube, moving steadily along it as the gas burns away. At the other end of the tube there is a gauze cap. The flame stops there: there is a larger glass tube on the further side of the gauze,

be on the further side of the gauze, which also is full of explosive gas, but the flame cannot pass the gauze. This illustrates Davy's discovery. If the experiment is repeated after a hole has been poked through the gauze, the flame gets through into the large tube, and there is an explosion and there is an explosion.

and there is an explosion.

In another experiment a long wooden box is employed: some lycopodium dust (fern seed, inflammable) is scattered along it to represent coal dust. In an extension of the box at one end, an explosive mixture of gas and air is prepared. When this is fired, the dust catches up the explosion, and there is a long burst of flame from the open end of the box, as seen in the illustration the box, as seen in the illustration across the page.

"Ayala" is one of the most romantic of names, and the spark-ling champagne, which everyone knows and appreciates, is one of the most famous of brands. The firm which produces it may be justly proud of its popularity, which has endured since the days when La Pompadour drank the wines of Ay with pleasure and Richelieu praised their flavour. Voltaire and La Fontaine both praised them, and the men and women of to-day support their judgment warmly. The vineyards from which these wines come are of vast extent, and are dominated by the large and beautiful Château d'Ay. Anyone who has had the good fortune to visit this remarkable mansion is impressed by the wonderful method and excellent organisation of the different branches of the industry



AN EMINENT SCOTTISH SURGEON: "SIR HECTOR CLARE CAMERON, C.B.E., LL.D., M.D.," A ROYAL ACADEMY PORTRAIT BY MAURICE GREIFFENHAGEN, R.A. Copyright Reserved for Owner by Walter Judd, Ltd.



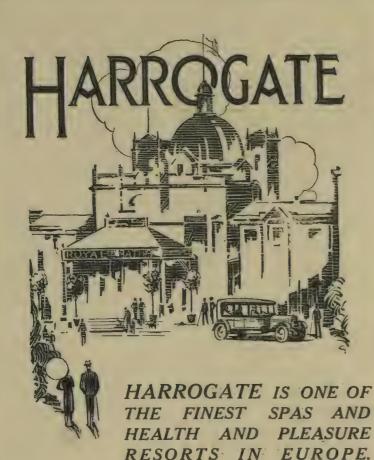


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As a Health Resort it is famed for its remarkably pure and bracing air, its fine shops and residences, its open spaces, parks, high-class amusements and entertainments, and last, but not least, its proximity to some of Great Britain's most famous and historic Abbeys, Castles and Country Mansions.

As a Motoring district it is unequalled, the wide roads, the open moors, and the exquisite beauty spots in the district provide a fresh run for almost every day for weeks.

As to the Town itself, nothing is wanting to minister to the needs of those who love the gaieties of life; or, on the contrary, if a quiet, restful time be needed, then Harrogate, with its open moors creeping up to the outskirts of the town, will provide the mental rest and physical well-being needed by the seeker after health and peace.

WRITE FOR FREE DETAILED BOOKLETS OF THE CURE AND HOLIDAY ASPECTS OF HARROGATE FROM F. J. C. BROOME, GENERAL MANAGER, 44, THE ROYAL BATHS, HARROGATE, OR FROM ANY L. & N. E. RAILWAY STATION OR OFFICE.



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Land's End to
John O'Groats



On top in all Road Tests.

#### THE PLAYHOUSES.

"DR. KNOCK," AT THE ROYALTY.

VERY pleasant entertainment is that provided A at the Royalty in "Doctor Knock," adapted by Mr. Granville Barker from the French of Jules Romains. It centres round the exploits and electric personality of a quack, or at any rate unorthodox practitioner of medicine, who in next to no time gets all the inhabitants of the little town of St. Maurice under his thumb. Buying old Dr. Parpalaid's practice by post, young Dr. Knock finds it is worthless because everybody in St. Maurice is hale and hearty. The bright idea seizes him of offering by town-crier medical service gratis on a certain day. Patients flock to him, and, thanks to a persuasive tongue, he is able to convince this or that healthy person that he or she is suffering from some imaginary disease. Before long the town hotel is a hospital, and the natives are taking pills or receiving treatment. Imagine Dr. Parpalaid's amazement when he comes to claim the first instalment of the purchase money! Yet so glib is his successor that the old doctor, indignant at first, is won over by the new man's glibness, and is soon swallowing boluses as meekly as any layman in the town. A merry trifle, this comedy, in which Miss Barbara Gott, Mr. Clive Currie, and Mr. Lawrence Hanray act excellently. Mr. Dennis Eadie in the title-rôle is good, but would be better if he were more gay and mercurial and showed more fervour.

#### "COCHRAN'S REVUE." AT THE LONDON PAVILION.

Everyone will regret that Mr. Charles Cochran is saying good-bye to revue; but everyone will also admit that his farewell to it is done in the most handsome way. In "Cochran's Revue," at the London

Pavilion, he offers us spectacle that is often supremely beautiful, dresses of gorgeous texture, scenery that is either quaint or charming, and dancing of the finest quality. If one item might be singled out as really exquisite, it is the Massine ballet, with music by Scarlatti and Bach, to which the art of Nemtchinova lends distinction; but there is other dancing besides that of Nemtchinova and Massine which merits mention—for instance, that of Peggy and Cortez. The other "stars" of the production are Miss Hermione Baddeley and Mr. Douglas Byng, excellent in a Ronald Jeans Cockney sketch; Miss Annie Croft, in sentimental songs; Mr. Ernest Thesiger, not given quite enough scope for his humour; and, not least, the French actress, Spinelly. While she has a handsome figure and a roguish manner, and wears striking costumes, Spinelly hardly carries guns enough to serve as centre of a big revue. With her slender voice and her "undoubted" chic, she should be at closer quarters with her audience; she needs the intimacy of a small

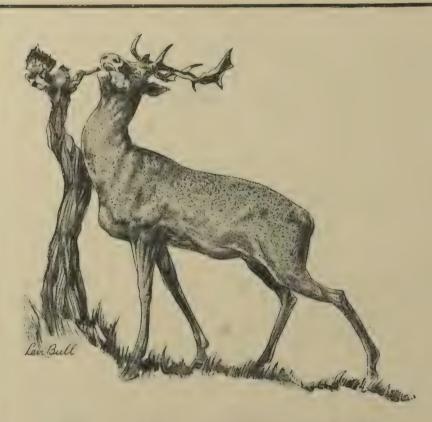
#### "LOOSE ENDS," AT THE DUKE OF YORK'S.

Mr. Dion Titheradge has returned to the London stage, and in a double capacity. Not only does he play lead, uncommonly well, in "Loose Ends," the new play at the Duke of York's, but he is the "Geoffrey Warren" to whom the authorship of the piece is officially assigned. It tells a dramatic story, though it introduces its audience to a sorry, shabby set of characters: is cocktail-drinking so fashionable a vice with the would-be smart as our playwrights would have us think: At all events, it is into such a tippling, chattering, flashy group, gathered round a popular actress, that the play's unconventional and rather mysterious hero is pitchtorked. Mr. Titheradge the actor makes this man, in his shiny clothes, an

interesting figure from the start. A serious-minded man, hailing, you suppose, from some distant man, hailing, you suppose, from some distant Dominions township, he plainly shows his distaste for the actress's following, and you wonder how a woman who could stand this crowd could also fall in love with anyone so different. In point of fact, she is pictured rather colourlessly, and Miss Mary Merrall does not give her more colour than the author supplies. But what is going to happen when the displies. But what is going to happen when the discovery is made that this stranger comes not from overseas, but from prison, and long ago committed murder, even though there were extenuating circumstances? That is the problem that the writer of "Loose Ends" sets himself to handle, and handles with a good deal of skill and power. There are both charm and sincerity in Mr. Titheradge's acting; he makes his awkward, simple hero very attractive. Apart from him, the best work comes from Miss Molly Kerr, as an ultra-smart young woman; while other "modern" types are made amusing by Miss Ann Trevor and Mr. Wilfred Fletcher.

#### "THE RINGER," AT WYNDHAM'S,

One of the best and most exciting detective dramas we have had for a long time is "The Ringer," supplied by Mr. Edgar Wallace, at Wyndham's. To tell its story would be to spoil its future audiences' pleasure. The acting is as clever as the play. Mr. Franklin Dyall is in the cast as a drug-taking solicitor. Mr. Leslie Faber has a strong part as a police surgeon. Room is found also for Mr. Leslie Banks and Mr. Nigel Bruce as detectives, to say nothing of delightful Miss Betty Hicks. And here is Miss Dorothy Dickson, so long a musical-comedy favourite, doing remarkably well in a "straight" rôle. A play of thrills, this, which nobody caring for the theatre should miss.



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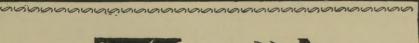


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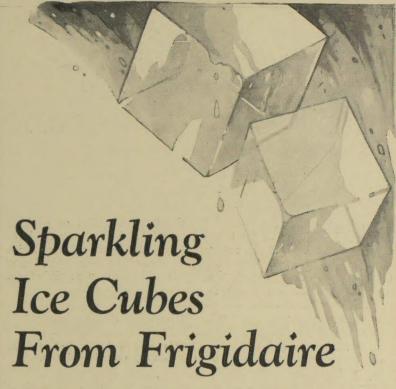
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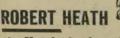
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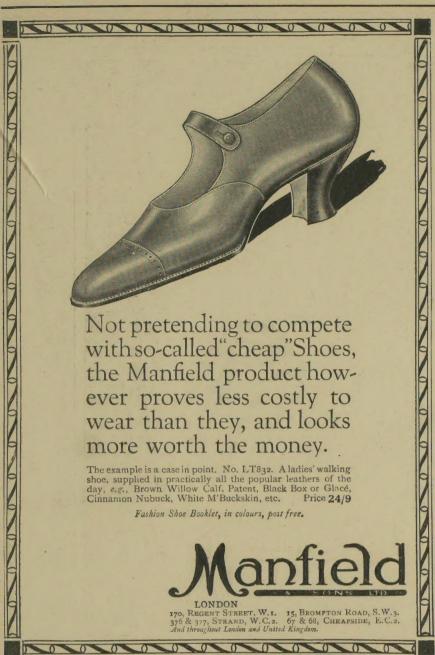
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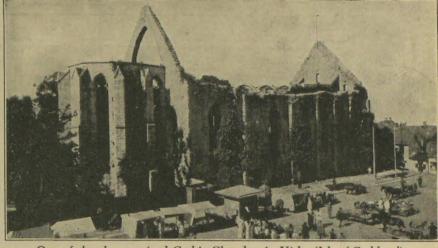


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